

**Wilsonville Mayor Tim Knapp Testimony**  
**Stafford Urban Reserve Remand Hearing**  
Thur, Oct 8, 2015 • Metro Council Chambers

Good day President Hughes and members of the Metro Council:

I am Wilsonville Mayor Tim Knapp. I currently serve as the Clackamas County Cities Rep. to JPACT, and previously as the Rep for the Small Cities of Clackamas County to the Reserves Steering Committee that advised the “Core 4.”

I have been heavily involved in regional land use and transportation issues for a number of years now.

The core principals underlying the Senate bill that created the Reserves process include:

- Providing certainty over a long-term horizon for planning major public and private investments to serve urbanization of the greater Portland Metro region.
- Urbanizing those lands most suitable to serve cost-effectively with public infrastructure, while;
- Protecting high-quality Foundation farmlands that are crucial to maintaining the viability of the regional agricultural and food-processing industries.

The City of Wilsonville encourages both the Metro Council and Board of Commissioners of Clackamas County to timely settle the remand in order to provide the sought-after long-term certainty for both public and private investments for urban development.

The City of Wilsonville is concerned that protracted litigation surrounding the reserves is creating uncertainty for our city in terms of planning for future residential growth in the Advance Road Urban Reserve area.

I am also personally concerned by some of the conversations that are taking place by certain members of the Clackamas County Commission regarding an attempt to tie development south of the river to the remand.

The Reserves process involved thousands of people providing public input and countless hours of work to reach agreements. Any attempt to muddy the water or include issues that are beyond the limited scope of the remand would be a betrayal of that robust, open public process.

The Reserves process found that urbanizing the French Prairie area would be highly expensive for transportation, water and sewer infrastructure and detrimental to the long-term viability of the North Willamette Valley ag industry. Seven separate state agencies agreed.

For example, ODOT found that the transportation costs alone in the French Prairie area would be well in excess of \$500 Million. This scale of funding by federal or state governments is no longer available.

Finally, I note that the Reserves process found that urbanizing Stafford was appropriate due to the conflicted nature of ag land uses and feasibility for infrastructure. The Stafford Reserve constitutes 25 percent of all the Region’s Urban Reserves.

Please bring this remand to a timely end, which will allow the various stakeholders to begin planning for the future orderly growth and development of our region.

Thank you.