

## **Testimony Before Senate Committee on The Environment and Natural Resources Regarding Senate Bill 186**

**By: Thomas J. VanderZanden**

**I represent the Northwest Hillsboro Alliance (NWAHA) that now has over 200 members. Of the roughly 1700 acres in Northwest Hillsboro (NWH) our membership comprises about 85% of the total acreage. None of our members are speculators. Rather, they are generational owners who have joined together to help forge a realistic and responsible plan for their land.**

**The NWAHA was formed by concerned owners and citizens in February 2015 largely in response to HB 4078 that was passed in the short session of the 2014 Legislature. This Bill radically reduced the Urban Reserve (UR) land inventory in Washington County that was previously approved in 2010 by Hillsboro, Washington County, Metro, and LCDC.**

**The impetus for 4078 was the critical need to build more housing in fast growing Washington County on approved UGB land. Home building could not take place as long as the 50 year UR line was tied up in the Court of Appeals. South Hillsboro was the largest approved UGB area in Washington County that was allowed to proceed with house construction with the passage of 4078. Ironically, here it is April of 2017, three years subsequent to the passing of 4078, and not a single new house has yet been constructed in south Hillsboro.**

**From the NWA perspective, and many governments , involved citizens, and interest groups, a few people who did not prevail in the multi-million dollar three year regional process were able to persuade the Legislature to reduce the previously approved UR in Washington County as a trade for allowing early home construction in Washington County. This all happened in a few short weeks with no notice to owners or involvement from any of us who were so dramatically affected.**

**To be clear 4078 has placed Washington County, and its cities, in a significantly different position than the other counties in Metro. As a result of 4078 only the Legislature can make any modifications to the UR or Rural Reserve (RR) in Washington County. Neither Metro nor Washington County has any authority to make corrections or modifications now or anytime in the future without Legislative action. Perhaps what is most important to mention is the changed outcome resulting from 4078.**

**Briefly, I would like to describe the impacted geography and itemize the results of not taking action to fix NWA by returning it to an UR designation.**

## **Geography:**

**. NWH is immediately adjacent to Oregon's largest and highest paying concentration of jobs. This large job center has been recently augmented by a new Urban Renewal District that will invest \$190 million in infrastructure making it internationally attractive and competitive.**

**.NWH is bounded by the City of Hillsboro the east and the south.**

**.NWH is naturally bounded by the broad McKay Creek floodplain on the west and the Sunset Freeway on the north. Perhaps no other UR area in the entire Metro area is blessed with such distinct boundaries...boundaries that clearly separate urban uses from farming activities.**

**.A full range of infrastructure is readily available to the entire area. Of all of the UR areas NWH is probably the easiest to serve.**

**.NWH is not served by the Tualatin Irrigation District as is the farmland west of McKay Creek. The Oregon Department of Agriculture incorrectly included NWH land as "irrigated" in its inventory or irrigated land.**

**.NWH does not include several hundred acres of proposed UR land north of the Sunset Highway that was strongly opposed for UR inclusion by its owners and other interest groups.**

**.4078 included an UGB expansion on land adjacent to NWH land at the same time as it reduced UR land in NWH. It is worth note, though this new UGB land is yet to be zoned or annexed, it is being actively planned by Hillsboro and the private sector, for a 271 acre industrial park that is expected to employ 4000 workers.**

### **What Are the Impacts of Leaving NWH as RR?**

**.All of the area inside the UGB in NH will be planned wrong...the infrastructure will be designed and built wrong and the some of it will dramatically impact agricultural operations.**

**.The rapid - growth pressures happening in this immediate area will simply go to neighboring cities of North Plains, Banks and “within commuting distance” Scappoose. North Plains and Banks are experiencing unprecedented growth...North Plains is expected to double in size within three years. These cities are surrounded by farm land , much of which is inside the TVID, and they are not limited by the 50 year RR designation as is NWH.**

**. Including NWH will provide the State, Metro, Washington County, and Hillsboro with a unique opportunity to plan a fully functional urban community! This fully planned community will have a mix of land uses served by high quality transit, with good school locations, and a complete mix of housing types. This new community will be connected by a full complement of biking and walking trails connecting work places, schools, and residential areas.**

**In conclusion...a huge mistake was made when 4078 was amended to reduce the UR in NWH. The Legislature, in its haste to allow building in Washington County, was not fully briefed on the consequences of changing NWH from UR to RR. These consequences are considerable and damaging to the future of the Region and the State. The removal of NWH from the UR as a result of passing 4078 clearly runs counter to the novel opportunity provide by SB 1011 that clearly allowed and encouraged a thoughtful 50 year look at the best way to “balance” both urban and rural land needs. The NWA respectfully implores you to pass SB 186.**

2017

# Northwest Hillsboro

## A L L I A N C E

<http://www.nwhillsboro.org>

*Advocating Common Sense Land Use*

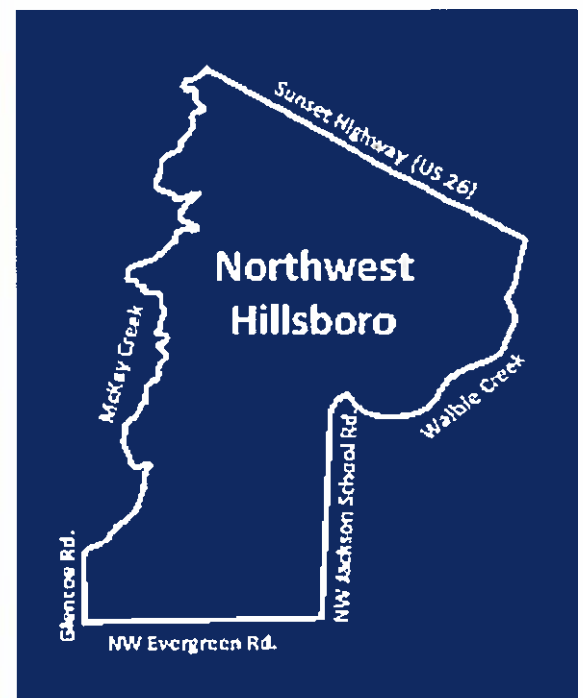
**Return Northwest Hillsboro to Urban Reserve as originally designated by Metro**

The best opportunity to create a “great community” immediately adjacent to one of the state’s largest and most promising employment centers...

Prevent urban sprawl outside Metro

Protect agricultural land served by TVID

Connect transit, trails, jobs and people



**CONTENTS**

A New Future for Northwest Hillsboro..... 2

    Understanding What Happened and What is at Stake ..... 2

        Group Mission:..... 2

        Objectives: ..... 2

        Methods:..... 2

    What Happened at the 2014 Oregon Legislature? ..... 3

    What are the Unintended Consequences?..... 4

        What should be done? ..... 5

Map #1: A Regional Perspective..... 6

    General ..... 6

        Growth outside the Metro UGB ..... 6

Map #2: One Concept Plan for Northwest Hillsboro ..... 9

    General ..... 9

        Land Use Concept...Creating a “Great Community” ..... 9

The Summary..... 15

## A NEW FUTURE FOR NORTHWEST HILLSBORO

### UNDERSTANDING WHAT HAPPENED AND WHAT IS AT STAKE

#### GROUP MISSION:

This group of owners has joined together to stand for thoughtful long-range planning for the Northwest Hillsboro (NWH) area and the Metro Region.

#### OBJECTIVES:

- To establish a realistic and sustainable 50 year vision for NWH.
- To enable the reconsideration of NWH as Urban Reserve (UR) and reverse the omission of this area from the 50-year UR enacted by the 2014 Oregon Legislature.
- To actively work with a broad range of elected officials and staff to:
  1. Restore the lost “good planning” opportunity
  2. Articulate the negative, though unintended, consequences of removing this area from the UR.

#### METHODS:

- The NWA has produced two maps and accompanying explanations to aid in presenting its perspective.
  - A “regional perspective” of where growth will occur under existing plans.
  - A general “concept plan” of how NWH could be planned to fit into the adjacent urban community and the State of Oregon’s largest and most robust job growth area.
- The NWA will conduct various interfaces with decision makers in an ongoing effort to pursue changing NWH from “Rural Reserve” to an “Urban Reserve” designation.



## WHAT HAPPENED AT THE 2014 OREGON LEGISLATURE?

The 2014 Oregon Legislature dramatically reduced the size (1800 acres) and scope of the North Hillsboro (NH) UR. The land taken out of the NH UR was designated “rural” which provides virtually no flexibility for urban considerations for years to come. This action was taken with little vetting of the planning implications (such as infrastructure provision to land added to the UGB in NH); nor, the impact this action might have on the long term adequacy of urban land supply. Additionally, the Legislature left considerable amounts of “undesigned” land around the cities of North Plains and Banks making it easier to meet urban land needs outside Metro than inside Metro. During the three plus year effort of implementing SB 1011 the primary controversy regarding NH was the area included in the UR located north of the Sunset Highway. The area north of the Sunset Highway was an unmistakable encroachment into a viable agricultural area with no definitive borders and it seemed unnecessary to meet the 50 year demand requirements. When the Legislature removed the area north of the Sunset Highway, and in the process, a very large portion of the UR south of the Sunset Highway (NWH), it disregarded much of the spirit of SB 1011 and the vast amount of planning and analysis included in the regional planning process. NWH’s (south of the Sunset) scale and location offered the Region and the State perhaps the best opportunity to create a compact “great community” immediately adjacent to one of the State’s largest and most promising industrial areas.

In making the decision to remove much of NH from the UR the legislature provided virtually no opportunity for affected parties to provide important information that might have changed the Legislature’s direction. Their decision will have large unintended consequences that will almost for certain negate their attempt to preserve agricultural land. Demand for urban space will not go away but will be met, at least in part, by rapid growth in nearby cities (North Plains and Banks) that are surrounded by agricultural land.

The maps and explanations the NWA provide herein explore the very significant and negative consequences, and lost opportunities, of this rushed and unvetted decision.

## WHAT ARE THE UNINTENDED CONSEQUENCES?

- There will be no opportunity to add a LRT extension to the current Westside Max. NWH created the opportunity to create the mass and mix of land uses that could make a Max extension viable. This extension would not only anchor the new “great community” it could be designed to serve the State’s largest employers currently not served by LRT.
- The current industrial inventory being offered to new large employers will not be able to be served by gravity sewer...it will have to be pumped to serve the area being offered for sale by the State. Retaining NH south of the Sunset would provide the ability to serve all of the added area by gravity sewer.
- The current arterial system serving both the developed part of Hillsboro and the area now added to the UGB in North Hillsboro is Jackson School Road and Meek/Scotch Church roads. This system is slated for considerable capital investment to serve these urban demands. These two roads currently serve to connect much of urban Hillsboro and much of Cornelius and Forest Grove to the Sunset Highway. All of this investment will be taking place in a “rural” reserve. Leaving this area of NWH “rural” will guarantee considerable long term conflicts between agricultural and urban land uses that are entirely avoidable.
- By not providing for a range of urban uses next to the State’s largest employer and concentration of employment, and by surrounding cities outside Metro (North Plains and Banks) with “undesigned”, the market reaction for residential, commercial, and institutional uses will simply move to where they are permitted. These cities are largely surrounded by Tualatin Valley Irrigation District land (NWH agriculture is dry land not served by TVID) plus they have substantially reduced capacity to be a full service City compared to Hillsboro. Additionally, employees seeking cheaper land as close as possible will simply move to Columbia County putting more pressure on Cornelius Pass Road and greatly increasing trip length. Thus by restricting the area close to jobs available for a full range of

- urban uses, growth will move to far less suitable locations having a far greater impact on high quality agriculture.
- The “new” urban line for NWH is not very distinctive. The Sunset Highway and McKay Creek and its floodplain are far more clear and believable as a fifty year line than Waible Creek and Jackson School Road. The fifty year line needs to provide long term certainty for both agriculture and urban growth demands...NH south of the Sunset and east of McKay Creek does this well...the current line does not.
  - The “new” urban line will cause considerable conflict between agricultural operations and urban uses. The North Plains sewer line (and natural gas) currently runs down Jackson School Road. Both Scotch Church/Meek Roads and Jackson School Roads are operating urban arterials bisecting the remaining agricultural land in the reduced NH urban area. As the remaining NH, and Cornelius and Forest Grove, continue to grow these conflicts will be greatly exacerbated.
  - No “great community” is possible with the current UGB line. All new growth on the north edge will be industrial. Much of the area to be zoned industrial is now “exception land” which will not convert to industrial without major government subsidy. Thus, its effectiveness to meet regional job requirements is highly dubious. The opportunity to really do something that is attractive, efficient, and meets virtually all of the Region’s land use ambitions of compactness, affordability, transit and trail friendly will be lost.

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#### WHAT SHOULD BE DONE?

- The Legislature should change the area in the original NH urban reserve south of the Sunset Highway (NWH) back to “urban”.
- The Legislature should authorize, in cooperation with Metro, the City of Hillsboro to undertake a “Concept Plan” for North Hillsboro.
- The Legislature should mandate that the UGB be changed in accord with the results of the Hillsboro concept planning results.

## MAP #1: A REGIONAL PERSPECTIVE

### GENERAL

This Map depicts several key attributes and rationale, at a regional scale, for including NWH in the Metro Urban Reserve (UR). It also depicts some of the negative consequences of policies that have the effect of pushing growth to locations outside the contiguous Metro UGB.

### GROWTH OUTSIDE THE METRO UGB

#### NORTH PLAINS, BANKS, AND COLUMBIA COUNTY

Notice how close the cities of North Plains and Banks are to NH. Also, notice the substantial UGB areas and “undesigned” land surrounding both cities. Currently, substantial urban development is occurring in North Plains on historical farmland. This development is in the form of significant sized residential subdivisions on the corner of West Union and Jackson School Roads. Banks recently approved the annexation of over 200 acres for residential development on its western boundary.

All of this development, and the potential for future development, are outside the contiguous Metro UGB. This development is at relatively low density levels, is adjacent to farmland on most sides, is not “distinctly” separated from agricultural land by natural or major highway boundaries; and, is enhanced by relatively low land costs and development fees.

#### SCAPPOOSE AND COLUMBIA COUNTY

Cornelius Pass Road connects directly to one of the State’s largest concentration of high paying jobs. Travel time to Scappoose and Columbia County is within easy commute distance to these jobs in NH. Should development options be excessively constrained in the NH area this more distant “urban” land will be

attractive to developers and new home owners. Land in Columbia County is readily available and relatively low cost.

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## NEGATIVE INFRASTRUCTURE IMPACTS

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### TRANSPORTATION

The transportation infrastructure to serve these urban communities outside Metro will:

1. Traverse agricultural land
2. Be more costly to provide than closer in development
3. Will not be readily serviced by transit nor provide realistic transit oriented land use development.

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### SANITARY SEWER

Currently North Plains is served by a pressure line that traverses farmland and is routed down the Sunset Highway to Brookwood Ave. The Jackson School Rd. to Evergreen Rd. pressure line has been abandoned but is still in place. This has two negatives...it is not gravity service and it impacts farmland.

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### REGIONAL TRAIL SYSTEM

With North Plains being separated from the contiguous Metro UGB, new additions to the region's trail network would have to be placed on farmland. This type of use is not practical, conflicts with farm practices, and is highly unlikely to be implemented.

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### TUALATIN VALLEY IRRIGATION DISTRICT (TVID) AND MCKAY CREEK

TVID is a highly functional irrigation system that brings reliable irrigation water to much of western Washington County. This system allows for much broader crop options and greatly increases crop yields for some crops. The value of this system is reflected in land values with land in the District selling at nearly twice the value

as “dry land” agriculture land outside the District. The dividing line between irrigated land inside the District and “dry land” property is McKay Creek. Growth on land to the west of McKay Creek will erode the land base for TVID.

It is worth noting that the western boundary of the City of Hillsboro is McKay Creek. Should NH be added to the Urban Reserves (UR) this same geographic delineation would simply be extended north to its intersection with the Sunset Highway; thereby, establishing a clear and “distinctive” boundary for years to come between urban land and agricultural land. None of the “dry land”, east of McKay Creek, is inside the TVID.

## MAP #2: ONE CONCEPT PLAN FOR NORTHWEST HILLSBORO

### GENERAL

This map depicts one of many “concept” plans for the long range development of NH. The one depicted here is truly one of many options. The emphasis here is to envision both how well NWH fits into the current UGB and how it could augment many of the Region’s “compact” development objectives. It also provides some insight as to the synergy that could be achieved by including the larger NWH area and the inefficiencies associated with the current UGB.

### LAND USE CONCEPT...CREATING A “GREAT COMMUNITY”

The “plan” provides for a full mix of urban uses that support the Region’s and the State’s most promising industrial area. All of the NWH Concept Planning area is literally a stone’s throw distant from Intel’s largest establishment as well as Genentec, Solar World and many other promising businesses. By bringing in all of NWH into the urban reserve the necessary critical mass can be achieved to create the “scale” required to establish a “great community” that is not possible with small incremental Urban Reserve corrections that may occur in the future. This larger scale urban planning creates the size needed for: orderly infrastructure provision, logical additions to the UGB as needed, and the mass necessary for high quality transit service. Metro had it right when it included all of the area south of the Sunset Highway and east of McKay Creek.

### HIGH QUALITY TRANSIT

This “concept plan” provides for a higher density urban “town center” characterized by a mix of high density residential, office, and commercial land uses. This “town center” could be located on land that is currently highly parcelized, is developed as rural residential; and, is unlikely to convert to industrial or low density residential uses. By creating the high density “town center” the plan makes possible the orderly conversion of difficult to convert rural residential land and the “anchoring” of a major transit oriented development

terminal. By creating this transit termination location the “plan” encourages the extension of a high capacity transit connection to the Westside MAX line. This line would terminate at the “town center” and serve important trip generators like Intel, Genentec, and Solar World in route. Currently transit service to these existing trip generators lacks quality service to the MAX line.

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## INSTITUTIONAL OPPORTUNITIES

Whether development occurs in NWH, as proposed in this “concept plan”, or in North Plains and other parts of Hillsboro, there will be a significant need for public institutional land. NWH could be planned to incorporate a new high school, middle and grade school, and other related civic uses. These uses could be planned to better fit the adjacent land uses and thereby avoid the placement of large schools and other government functions in industrial areas (Liberty High School is in the middle of an industrial area).

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## HILLSBORO AIRPORT

Currently the Airport’s flight path traverses open agricultural land. The recent addition to the UGB will require reconsideration of the zoning and potential development of this property. Beyond the UGB significant property is affected by the flight path. Recently, the Port of Portland completed a tree inventory of incursion into the flight path that is on agricultural land outside the UGB. Should all of NWH be included the urban reserve a logical consideration of how this land should be treated in the long term could be accomplished in the “concept plan”. It seems fitting that urban land make accommodation for airport considerations. Conversely, restricting agricultural uses to accommodate urban uses could be avoided should NWH be designated UR. In this fashion proper zoning and protection of this critical urban oriented “airport” use could be accomplished.

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## ARTERIAL ROAD IMPACTS

Jackson School Rd. is a busy urban arterial serving much of the existing Hillsboro. It serves as a critical access route to the Sunset Highway. Similarly, Scotch Church



Rd. serves as the primary connection to the Sunset for the large volume of trips originating in Cornelius and Forest Grove. Meek Rd. is being realigned on its east end at Brookwood Blvd. and serves as alternative connection to the Sunset via Jackson School Rd. These arterials will be even more important to the region's premier industrial area by the recent expansion (2014 Legislature) of the UGB in the immediate area. Additionally, there are significant upgrades underway by Washington County to this route that recognizes both existing traffic demand and future traffic demand. The intersection of Jackson School Rd., Meek Rd., and Scotch Church Rd., will be realigned by the implementation of a traffic circle in 2015. Traffic forecasts post implementation of this 2015 traffic circle improvement indicate significant increases in travel demand on all three of these arterials. Inclusion of NWH in the urban reserve would negate the very significant hazardous and long term impacts these "urban" arterials are causing to the adjacent farmland.

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## SEWER SERVICE

Clean Water Service (CWS) emphasizes the advantages of "gravity" sewer service over pressure lines that require pumping stations. "Gravity" systems are more reliable, less costly, and easier to maintain. Much of NH that is now inside the UGB will not be able to be served by gravity sewer...it will need to be pumped. The NWH area (south of the Sunset) included in the Metro Urban Reserve area can all be easily served by "gravity" sewer to a "long term" pump station at North Hillsboro's S.W. corner. By including all of NWH in Urban Reserve CWS can avoid the potentiality of having to move the primary pump station as logical Urban Reserve and Urban Growth Boundary changes occur in future years.

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## DISTINCTIVE BOUNDARIES

The current NWH UGB/Rural Reserve boundary is arguably not a "real" boundary. The north edge uses a tributary of Waible Creek (which is a tributary of McKay Creek) as its 50 year separation between "rural" and "urban" uses. This tributary is hardly more than a ditch and has no discernible flood plain; and, thereby no

clear and distinctive separation between these conflicting land uses. The “original” Metro boundary for the NH Urban Reserve is in fact far more distinctive with large a geographic separation associated with the McKay Creek floodplain and the grade separated four lane Sunset Highway.

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## TRAIL SYSTEMS

Including all of NWH in an UR would provide for a complete trail system, using the natural drainage corridors of McKay and Waibel Creeks that could connect the existing Hillsboro urban community with the regional trail system envisioned on the RxR right of way running east and west through North Plains. Additionally, the important regional recreational facilities in and around Hillsboro Stadium and Faber Field could be connected by trails to the broader local and regional trail system.

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## INTERFACE AREA

The residents of the Metro area currently enjoy the clear visual separation of urban land from agricultural land as they travel the Sunset corridor. The “original” Metro UR boundary provided the opportunity to define an “interface” area in NH that continues this visual separation and would cause Hillsboro and Metro to undertake dialogue with the City of North Plains as to how both sides of the Sunset should be planned. Without this impetus it is possible that North Plains will fully develop to the Sunset Highway on the Highway’s northern edge.

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## THE MARKET

Regardless of government’s land use decisions the “market” forces will continue. The Region and the State have hugely invested in the existing NH industrial area. It is now the home of some of the State’s largest and most promising employers. The high paid employees of these companies will continue to create an unrelenting demand for a full range of supporting urban land uses including residential, institutional, and commercial uses. Some of this demand can reasonably be absorbed in other parts of the existing UGB. But, some of this

demand, if not met in NWH, will simply move to the nearest and low cost opportunity area. Should a larger opportunity to meet this demand not be provide in NWH it will be met outside the contiguous Metro UGB in North Plains, Banks, and or Columbia County.

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## JURISDICTIONAL CAPACITY

NWH is attached to the highly functional City of Hillsboro. Hillsboro has a proven record of creative land use planning and infrastructure provision. Together with Metro, Washington County, Clean Water Services, the State of Oregon, and the broader development community, NWH could become a special place without the costs and subsidies required in locations requiring redevelopment. The land patterns and the efficiencies of infrastructure provision in NWH make for a market driven, low cost, non-subsidized and logical addition to the metropolitan urban fabric.

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## THE NUMBERS

How is it that Metro can spend three years aligning the amount of UR land with the best notion of the 50-year demand and then have the Legislature reduce the size of the UR significantly in the very place in the region of highest demand? The UR as adopted by Metro provided an UR that was 11% bigger for a population that is estimated to be 75% bigger. Of all of the locations where the UR could be reduced without significant market dysfunction and lost “great community” opportunity NWH was not it.

According to Oregon’s Office of Economic Analysis, Washington County is forecast to grow from 543,000 in population in 2010 to 921,000 in population by 2040. This 69% increase will make Washington County the largest county in population in Oregon and represents a much faster growth rate than either Multnomah or Clackamas counties.

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## “GREAT COMMUNITIES”: AN OPPORTUNITY LOST

The Region has for sometime been emphasizing the creation of “great communities” that are characterized by a range of land use types that are combined in such a way that induces community. They are envisioned as being supportive of transit, walking and bicycling and aesthetically attractive. At this point in time nearly all of the attention given to the creation of such places has been in places that are fully occupied by existing businesses and buildings. These heavily parcelized footprints make moving to more synergistic “great communities” exceedingly difficult. To realistically accomplish this vision of more compact and integrated communities most often requires significant government intervention and financial support...like using “urban renewal” authority. NWH, as provided for in the Metro UR decision, offers a very real “great community” opportunity. Here the pallet is clear, without government subsidy, for government and the private sector to collaborate in accomplishing an original and unique special place. If NWH stays “as is” no “great community” opportunity will be possible. The current geography lacks the scale and the mixture of land uses needed to create a “great community”. The NWH UR as established by Metro embodied the scale and other prerequisites needed for such consideration.

IMAGINE...Someplace special like perhaps never before possible in Oregon. Since establishing the Oregon land use system in 1973 the Region has not had an opportunity equivalent to NWH. For the most part the Region has been infilling the area included in the original UGB with little consideration for a new large scale “great community” started from scratch. Now with the expectation of nearly 380,000 people in Washington county by 2040 (25 years from now not 50) it makes total sense to create a new highly functional addition to the UR and in time the UGB.

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## MAKING “RURAL RESERVE” WORKABLE

One of the primary objectives of S.B. 1011 was not only to provide long-range certainty for what could be considered for urbanization; but also, to provide the agricultural community with certainty of what land would remain in agricultural

use. For the most part owners of agricultural land in NWH have little regard for the “rural reserve” designation and will not likely make long-range agriculture related investments. The thinking is Metro got it right and the Legislature got it wrong. In short the “rural reserve” designation applied by the Legislature is being disregarded by North Hillsboro land owners.

## **THE SUMMARY**

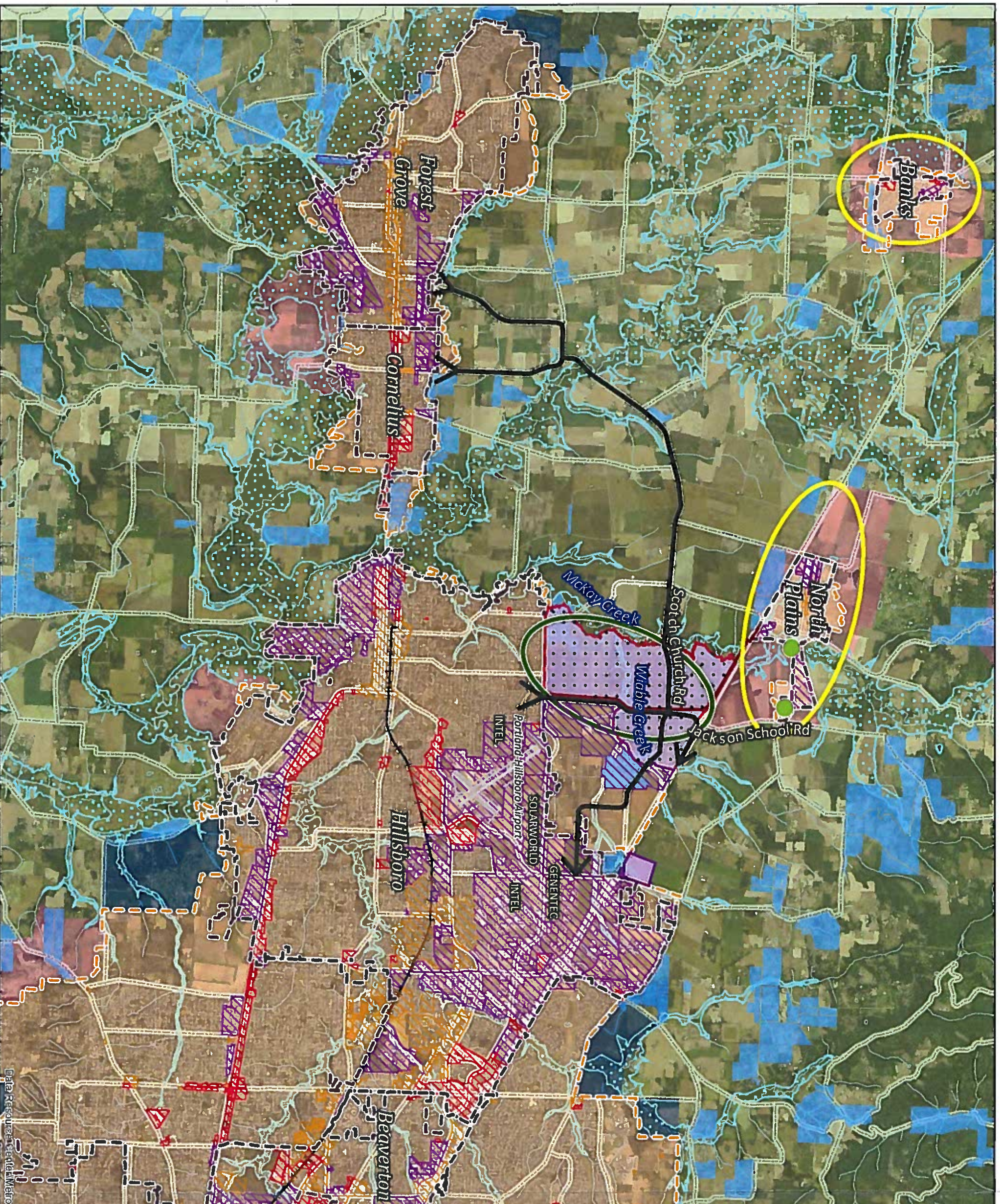
The current NH Urban Reserve and UGB (which are one and the same) is poorly planned, has no distinct borders, and will not allow for orderly infrastructure provision. Further, it pays little attention to the robust market for land in a very high demand corner of the Region. This failure will force the market to less suitable jurisdictions like North Plains, Banks and Columbia County. Growth in these locations will have significant negative impacts on surrounding agricultural land and on the transportation system. Metro recognized the importance of NH in its 50 year UR decision and included the area south of the Sunset and east of McKay Creek. Any reduction of the UR in this important geography is unwise, unsustainable, and without reasonable justification.

Unless NWH as described in Map # 2 is added back to the UR, and the land included in the UGB in NH develops, serious urban impacts will occur on rural lands. This will result in agricultural conflicts, a dearth of planning for long range infrastructure, and a lost opportunity of planning and developing a “great community” from scratch.

The State of Oregon, Metro, Washington County, and Hillsboro should join together and reestablish the NH Urban Reserve south of the Sunset Highway and east of McKay Creek.

# North Hillsboro Area:

## A Regional Perspective



### Growth Options

- Inside Metro (N. Hillsboro)
- Outside Metro (N. Plains/Banks)

### 2014 Grand Bargain (HB 4078)

- Changed from Urban to Rural Reserves
- Omitted from Urban Reserves

### Generalized Zoning

- Commercial
- Industrial
- Mixed Use

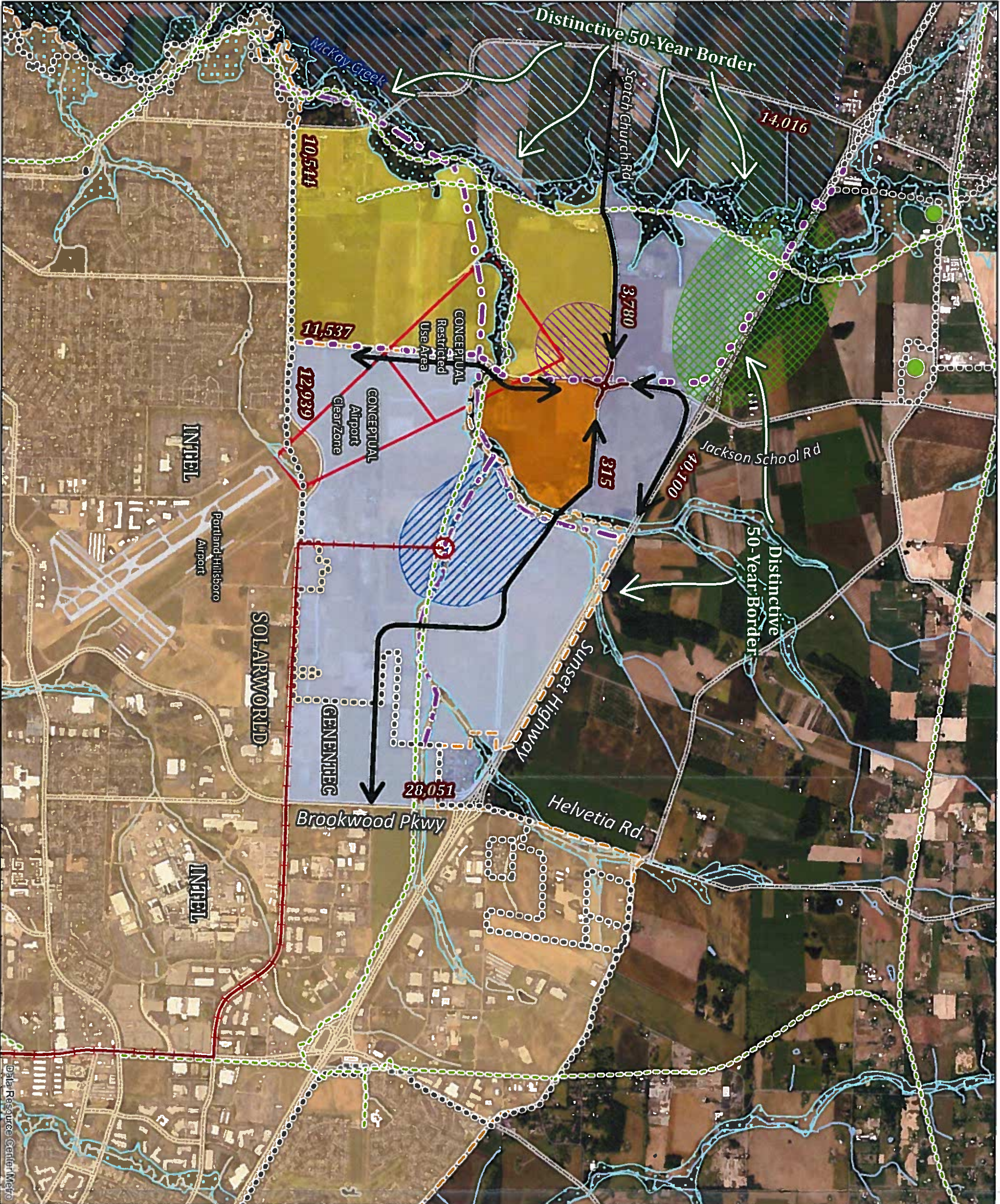
### Reserves

- Rural reserves
- Urban reserves
- Undesignated (Reserves)
- Exception Land

- FEMA floodplains
- Streams and water bodies
- Urban growth boundary
- City Limits
- Residential Under Construction
- Existing MAX LRT
- Main Route to Sunset Hwy
- North Plains Sewer Line

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# North Hillsboro: One Concept of How it Completes Regional Plans



- N. Plains Residential Under Construction
- ### Average Daily Trips 2013
- Major Traffic Flows
- Existing N. Plains Sewer Trunk Line
- Conceptual LRT/Street Car Route
- - - Proposed Trail
- - - Conceptual Trunk Sewer Line
- Conceptual Airport Restrictions
- ▨ N. Plains Buffer Area
- ▨ School/Institutional Use Area
- ▨ Town Center
- Conceptual Land Uses**
- Industrial
- Mixed Use
- Residential
- New Roundabout
- City Limits
- FEMA floodplains
- Urban growth boundary
- Streams and water bodies
- ▨ Tualatin Valley Irrigation District

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