

Charbonneau country club

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December 15, 2014

To: Board of Clackamas County Commissioners
Commission Chair Ludlow Commissioner Schrader
Commissioner Bernard Commissioner Smith
Commissioner Savas

Public Services Building
2051 Kaen Road
Oregon City, OR 97045

Dear Commissioners:

I write to you as Vice President and Civic Affairs Committee chair for the Charbonneau Country Club (homeowners association), an organization representing some 2,000 residents of the County living south of the Willamette River in Wilsonville. The Charbonneau Community is deeply concerned about two recent proposals by the Clackamas County Commission which would have very negative effects on the vibrant agricultural and nursery industries, and on existing traffic congestion, in the French Prairie area south of Wilsonville, as well as on the City of Wilsonville itself. In addition, we raise our concerns about Aurora Airport and the fact that though County and City of Wilsonville residents are directly impacted by the Airport's operations and its future expansion plans, these jurisdictions have long been excluded from the Airport's Intergovernmental Agreement (IGA)

1. Tampering with the French Prairie Rural Reserve

Our residents took a keen interest in the outcome of the two year Metro process to determine Urban and Rural Reserves in Clackamas County. On their behalf, I attended all of the County's grass roots, citizen staffed Policy Advisory Committee meetings at which a cross section of citizens poured over County maps, applied the required 'factors' and finally, after several months of meetings, arrived at a recommendation as to which areas should be designated Rural Reserves and which Urban, within the County. It was an impressive process. Charbonneau residents were delighted to see

that the citizen committee's recommendation to make the French Prairie area a Rural Reserve, protecting designated 'Foundation Farmland', was approved by the County at several levels, including the County Commission. Subsequently it was unanimously approved by the 'Core Four' and Metro. A later challenge to this decision by the owners of the Langdon Farms Golf Course was rejected on every count by the Oregon Court of Appeals. It seemed that Oregon's land use process had survived a big test and had once again proved that democracy at the grass roots level works.

Imagine our surprise therefore when we found out that:

- after all the affirmation that the French Prairie Rural Reserve received, and the Oregon Court of Appeals' confirmation that the County used the correct process and the proper use of the 'factors' in arriving at that decision, the current County Commission should choose to include the so-called 'Exit 282A Area' (aka Langdon Farms Golf Course) of the French Prairie Rural Reserve as a possible candidate in their study of potential employment lands. This is particularly ironic given that the City of Wilsonville is in the process of providing infrastructure to, and developing, the industrial areas of Coffee Creek and Basalt Creek.
- that the Clackamas County Commission would cite the Washington County 'grand bargain', a solution approved by all stakeholders to correct errors the Court of Appeals found in one Reserve decision, as a basis for a request for a 'Petit Bargain' allowing a remand of ALL the reserve decisions made in Clackamas County. LCDC recently rejected the County's request for a full remand of the Reserves decisions and cites the Stafford Basin as the only concern in Clackamas County. Prior to that, the Court of Appeals rejected all suits against the County's Reserves process with the exception of those dealing with the Stafford Basin.

It is time for the Commission to concentrate on the important matter at hand—resolving the Stafford impasse. This Community will not support any elected officials who seek to sabotage the approved results of the Rural & Urban Reserve land use process that was successfully completed under Metro's guidance.

2. Building a truck route connecting Canby to I-5 with a new interchange at Arndt Rd.

We understand at least some Commission members are strong supporters of this plan. However, we have seen no information that evaluates the demand to demonstrate such action is necessary. We have seen no discussion of how traffic on I-5 would be able to tolerate yet another entry and exit point at Arndt Road, followed so closely by four very closely spaced established entry and exit points at French Prairie Rest Area, Hwy 551, Charbonneau and Wilsonville Road. We cannot imagine that ODOT and the FHWA would sanction such action. Finally, the idea has yet to find its way into a regional transportation

plan. If the concept is ever justified, it should be built to connect to I-5 at the Donald exit/entry. Traffic currently using that interchange exceeds its capacity and backups on to the freeway are common. A rebuild must surely be imminent. This is the only sensible place to connect a potential link to Canby, with no competing interchanges nearby, and this could be taken into account in a rebuild. We urge all proponents of the truck route to consider this alternative.

3. Airport IGA excludes the County and City of Wilsonville as parties despite impacts

We are concerned that although many County and most City residents are directly impacted by Aurora Airport operations and its plans for expansion, neither the County nor the City are parties to the Intergovernmental Agreement (IGA) for the Airport, executed in April/May 2008 by the City of Aurora, Oregon Department of Aviation and Marion County. A map attached to the IGA shows the Airport's Impact Area terminating to the north at Arndt Road, the Airport's northern boundary and the County's southern boundary! Given that more than half the takeoffs are to the north on Runway 35, and the landings are to the south on Runway 17, all overflying the City of Wilsonville or surrounding areas of the County, it seems to us that both jurisdictions should be parties to the agreement. Impacts go far beyond the northern boundary of the Airport.

We hope that the County can take the lead in making the case for becoming a party to the IGA. There are major development issues being considered presently such as the possible provision of water to the Airport from the City of Aurora, a significant extension to the runway to permit use by larger jets and more through-the-fence development. Our County and City should be involved in those discussions, given the potential impacts on citizens.

Thank you for your consideration of these matters.

Sincerely,



Tony Holt, Vice President
Charbonneau Country Club
Board of Directors

cc: CCC Board of Directors
Bryan Cosgrove, Manager, City of Wilsonville