

INTERGOVERNMENTAL AGREEMENT

Between Metro and Clackamas County

THIS INTERGOVERNMENTAL AGREEMENT is made this ____ day of April 2017, by Clackamas County (“County”) and Metro (together the “Parties.”)

RECITALS

1. The Metro Council and the Clackamas County Commission are working together to finalize the designation of urban and rural reserves by adopting findings in support of the decisions made by the entire region in 2010;
2. Under state law, Metro and the three counties in the region are tasked with identifying those areas adjacent to the existing urban growth boundary (UGB) that are best suited for providing land to accommodate urban growth in the region over the next 40 to 50 years;
2. The Cities of Tualatin, West Linn and Lake Oswego (together the “Cities”) remain concerned about the designation of the Stafford area as an urban reserve (specifically, urban reserve areas 4A, 4B, 4C and 4D);
3. The Metro Council and the Clackamas County Commission are committed to working collaboratively with the Cities, and enter into this MOU to convey the mutual commitment of the County and Metro to addressing concerns raised by the Cities;
4. The Metro Council and the Clackamas County Commission recognize that the Stafford Hamlet and surrounding area is a unique enclave in Clackamas County;

NOW, THEREFORE, it is mutually agreed that the Parties voluntarily enter into this Memorandum of Understanding addressing issues and concerns raised by the Cities regarding the continued designation of Stafford as an urban reserve. Specifically, the Parties agree to the following key points:

1. **City Governance.** The Parties agree that Stafford should be governed by one or more of the Cities, and the Cities must have the authority to decide what land uses should be planned for, and when and how municipal services will be provided. The Cities should engage in a cooperative approach with respect to planning in the Stafford area. Metro and the County will oppose any future effort to incorporate a new city or create service districts to provide urban services in the area.
2. **Completion of a City Concept Plan.** The Cities will have exclusive local control over any future urbanization in Stafford. Under Title 11 of Metro’s Urban Growth Management Functional Plan, prior to adding any part of Stafford to the UGB, one or more of the Cities must develop a concept plan for the area identifying which city will be responsible for annexing and providing services to the area, and describing how the area will be planned and developed after inclusion in the UGB.

- a. Concept plans for urban reserve lands in the Stafford area must be completed before the urban growth boundary can be expanded, and the cities, Metro and the County must agree on the timing for completion of those concept plans.
 - b. Concept plans provide a suitable means to plan for the appropriate distribution of various land uses, protection of open space and environmentally sensitive areas, and expression of desired community character and form.
 - c. Cities would be responsible for determining the pace and timing of future development. The form and character of development will be determined through the concept planning process under Title 11, which will reflect the desire to protect and preserve environmentally sensitive areas and natural areas, visual buffers, green spaces, and stream corridors.
 - d. As urban reserves, existing land use plans and zoning for the Stafford area will not be changed until designated lands have concept plans and are included in the urban growth boundary. The purpose of the designation is to preserve lands for potential future urban development, not to facilitate or expedite their development.
3. **Citizen Involvement.** Metro and the County agree that future decision-making regarding the timing and content of concept planning and the expansion of the UGB must involve the participation of citizens from the Stafford community, as well as other stakeholders.
 4. **Grant Funding for Transportation Planning.** Metro and the County are committed to undertaking a transportation planning project using the \$170,000 Community Planning and Development Grant from Metro to the County to study and plan for transportation infrastructure in the Stafford area. Work on this planning project will begin once Metro and the County have finalized the decision on urban reserves.
 5. **Support for Widening I-205.** Metro and the County agree to continue to support the JPACT decision to make widening I-205 from Oregon City to Stafford Road a top priority for regional transportation projects.
 6. **Transportation and Infrastructure Improvements.** To the extent practicable, transportation and infrastructure improvements will be planned to coincide with the development projects that warrant the infrastructure improvements.

IN WITNESS WHEREOF, each party has caused this Intergovernmental Agreement to be executed by its duly authorized representative on the date first mentioned above.

Metro Council

Dated: April __, 2017

Clackamas County

Dated: April __, 2017