



Appendix 7A to Draft 2024 Urban Growth Report

Metro Code Factors
Analysis of UGB Expansion Candidate Areas

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METRO CODE FACTORS

ANALYSIS OF UGB EXPANSION CANDIDATE AREAS

INTRODUCTION

As part of the Metro Council’s growth management decision in 2024, the Council will consider how to accommodate the region’s forecasted 20-year population and employment growth, while supporting the region’s six desired outcomes listed below.

1. **Vibrant communities** – People live, work, and play in vibrant communities where their everyday needs are easily accessible.
2. **Economic prosperity** – Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
3. **Safe and reliable transportation** – People have safe and reliable transportation choices that enhance their quality of life.
4. **Leadership on climate change** – The region is a leader in minimizing contributions to global warming.
5. **Clean air and water** – Current and future generations enjoy clean air, clean water, and healthy ecosystems.
6. **Equity** – The benefits and burdens of growth and change are distributed equitably.

In support of the growth management decision, Metro staff completed a two-part assessment of the suitability of the region’s urban reserves to meet a projected land need. Part 1 of the assessment, included as Appendix 7, was an analysis of all 27 urban reserves and their comparative ability to accommodate future growth according to four Statewide Planning Goal 14 boundary location factors. Seven of the 27 urban reserves – Boring, Boring-Highway 26, Damascus, Norwood, Rosemont, Stafford, and Tonquin – were determined in that Goal 14 analysis to be the least suitable for future urbanization. These seven urban reserves are therefore not included the analysis in Part 2, which is this further evaluation of the remaining 20 urban reserves and their comparative suitability for accommodating future urban land needs according to factors in the Metro Code.

The Metro Code factors are outlined in Urban Growth Management Functional Plan (UGMFP) Title 14, *Urban Growth Boundary*, specifically in Subsection 3.07.1425(c). Four of the nine Metro Code factors listed in this subsection are the same as the Goal 14 factors reviewed in Part 1, and do not warrant being addressed again here in Part 2. The other five Metro Code factors are in Subsections 3.07.1425(c)(5)-(9), listed here below in the order they are address in this analysis:

- Clear transition between urban and rural lands, using natural and build factures to mark the transition;
- Protection of farmland that is most important for the continuation of commercial agriculture in the region;

- Avoidance of conflict with regionally significant fish and wildlife habitat;
- Contribution to the purposes of Centers and Corridors; and
- Equitable and efficient distribution of housing and employment opportunities throughout the region.

Similar to the Goal 14 boundary location factors, the Metro Code factors are not independent criteria of equal weight. When the factors are applied to compare alternative boundary locations and to determine where best to expand the UGB, all of the factors must be considered as a whole, with some factors weighted as more important than others.

EXPLANATION OF FACTORS AND METHODOLOGY

An explanation of the Metro Code factors, and a summary of the methodology used by Metro staff in to apply those factors, is outlined below. Individual summary reports with the factors applied to each urban reserve follow this introduction and methodologies section.

Clear transition between urban and rural lands, using natural and built features to mark the transition

It is generally desirable to have defined separation between urban and rural lands, in part to protect both of those areas' land uses from competing adverse impacts. That separation can be provided with natural features such as rivers or streams, forested areas, steep slopes, or undevelopable floodplains, by protected public lands (e.g., parks), or by "built" features, such as some roadways or golf courses. For this Metro Code factor, the presence or absence of these features along the perimeters of each reserve was determined using Geographic Information Systems (GIS) data layers and 2023 aerial photos.

It should be noted that not all roadway types are considered effective transitional buffers between urban and rural lands. A highway, such as I-5 or Highway 26, may provide a useful buffer due to its very large right-of-way and the lack of pedestrian and bike facilities that bring people directly adjacent to rural lands. Highways are also often more difficult to cross. Other types of roadways, however, such as local roads, are less effective in serving as a transitional buffer, even when already located at the edge of an urban reserve, as they have narrower rights-of-way and are easier to cross. Indeed, in almost all cases, roads "near" the edge of an urban reserve are actually in the urban reserve itself; therefore, if the reserve is added to the UGB, the road will likely be redeveloped to urban standards consistent with the local jurisdiction's requirements, including with urban amenities, such as sidewalks, bike lanes, and street lighting. These amenities would bring people directly adjacent to rural lands. When roadways other than highways form the edge of an urban reserve, more appropriate buffers may need to be incorporated into the planning and design of the area when it's urbanized.

The analysis for this particular Metro Code factor does not consider the actual current uses of rural lands near to each urban reserve. The analysis only considers the presence or absence of a

transitional buffer and the potential need for additional buffers, no matter the current use of the rural land (e.g., for active farming, rural residential use, or some other use).

Protection of farmland that is most important for the continuation of commercial agriculture in the region

The urban and rural reserves adoption process designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation of an area as an urban reserve means farmland within this reserve area is not the most important for the continuation of commercial agriculture in the region compared to farmland located elsewhere. Therefore, protection of farmland within in any of the urban reserves is not, for the purposes of responding to this Metro Code factor, considered important for the continuation of commercial agriculture in the region. Each reserve fully satisfies (i.e., scores highly on) this factor.

Avoidance of conflict with regionally significant fish and wildlife habitat

UGMFP Title 13, *Nature in Neighborhoods*, provides performance standards to protect, maintain, enhance, and restore significant fish and wildlife habitat through a comprehensive approach that includes voluntary, incentive based, educational, and regulatory elements. Title 13 is not a “no touch” natural resource protection program and does allow for some impacts to inventoried regionally significant fish and wildlife habitat areas. Land brought into the UGB is subject to the requirements of Title 13 through the concept planning and comprehensive planning requirements of UGFMP Title 11, *Planning for New Urban Areas*. Metro’s Title 13 ‘Regionally Significant Fish and Wildlife Habitat Inventory’ considers the urban reserves outside the UGB. The inventory identifies riparian habitat (Classes I and II) and upland habitat (Classes A and B) for that must be addressed in a local jurisdiction’s Title 13-compliant resource protection program.

All the cities and counties in the Metro region already have riparian habitat (Classes I and II) protection requirements in place that are compliant with Title 13. These riparian habitat protection programs can easily be extended to the riparian habitat areas within the urban reserve lands, if/when the land is added to the UGB. However, protection of upland wildlife habitat (Classes A and B) is not required under Title 13 for land within the UGB prior to 2005. Therefore, most Metro jurisdictions do not yet have an upland habitat protection program and will need to develop one that is compliant with Title 13 and apply it to urban reserve lands added to the UGB going forward.

Each urban reserve was evaluated for the presence of riparian and upland wildlife habitat through Metro’s Regionally Significant Fish and Wildlife Habitat Inventory GIS data layer. The analysis focused on the habitat areas that are not already constrained by steep slopes greater than 25 percent or by public ownership. The remaining habitat areas were evaluated to determine whether urbanization could occur in a way that avoided the habitat areas. The need for future transportation connections within the urban reserves and to adjacent land within the UGB presents the greatest potential conflicts with regionally significant fish and wildlife habitat. A narrative of the potential impact to habitat areas for each urban reserve is included in Attachment 2.

Contribution to the purposes of Centers and Corridors

The ‘2040 Growth Concept’, adopted by the Metro Council in 1995, is the long-range vision for development of the region’s urban form. The ‘2040 Growth Concept Map’ is the geographic expression of that vision. Both the 2040 Growth Concept and Map are now incorporated in the Regional Framework Plan (RFP) adopted by the Metro Council in 1997 and are the unifying bases for the RFP’s various regional policies, such as those concerning land use.

The 2040 Growth Concept’s underlying philosophy is to “*preserve our access to nature and build better communities for the people who live here today and who will live here in the future*”. In support of this philosophy, the Growth Concept foresees numerous walkable, higher-density, mixed-use centers and corridors of employment, housing, cultural and recreational activities, and transit service across the region, with those centers and corridors helping to grow the economy, provide affordable housing, and promote vibrant and distinctive communities that reduce the need for sprawl and minimize transportation costs and contributions to climate change.

“Centers”, which are identified on the 2040 Growth Concept Map, include:

- The **Central City**, which itself includes areas such as Downtown Portland, Old Town/Chinatown, the Pearl, Goose Hollow, South Waterfront, the Lloyd District, Lower Albina, and the Central Eastside, and is the region’s business and cultural hub, indeed the primary center for finance, commerce, government, retail, tourism, arts, and entertainment with the most intensive development of housing and employment;
- Eight **Regional Centers**, each serving hundreds of thousands of people in major urban areas outside the Central City and surrounding high-quality transit service, multi-modal street networks, and nodes of regional through-routes. Regional centers are typically characterized by two- to four-story employment and housing development, larger commercial uses, healthcare facilities, and local government services; and
- 32 **Town Centers**, which are smaller than regional centers and serve populations of tens of thousands of people. They offer more locally-focused retail uses, like restaurants, cafes, brewpubs, child care facilities, cinemas, and dry cleaners and public amenities like libraries and community halls. Town centers are typified by one- to three-story buildings for employment and housing, as well as a strong sense of community identity. Town centers vary greatly in character across the region.

Numerous “Corridors” are also identified on the 2040 Growth Concept Map, and include streets that serve as major transportation routes for people and goods, such as: Tualatin Valley Highway and 185th Avenue in Washington County; Powell Boulevard in Portland Gresham; and McLoughlin Boulevard in Portland and Clackamas County.

Metro completed a ‘State of the Centers Report’ in 2009, which was intended to initiate a regional discussion regarding the uniqueness of Centers and their relative health. Two comparative tools, the activity spectrum and typologies, were included in the report to assist communities in understanding and discussing their community aspirations. The second edition of the report,

published in 2011, helped measure local progress in achieving desired outcomes and illustrating the kind of investments that contribute to a successful center. In 2017, Metro finalized an online version, now titled the 'State of the Centers Atlas', which displays data for regional and town centers that help measure a center's performance at that time in achieving local aspirations and regional goals, and allowing for comparison between Center types.

Using the information from the State of the Centers Atlas, along with numerous locally-adopted plans and visions for the designated Centers and Corridor areas, transit and sidewalk GIS data layers, Metro's 2023 Transit Oriented Development (TOD) Strategic Plan, and 2023 aerial imagery, staff evaluated whether or not urbanization of reserve areas would support or contribute to the local and regional visions for nearby Centers or Corridors.

Equitable and efficient distribution of housing and employment opportunities throughout the region

The equitable distribution aspect of this factor is intended to help ensure that housing and employment opportunities are shared equitably throughout the region, and not always clustered entirely in one location. However, this goal has generally been given the least amount of weight in deciding where to expand the UGB, largely due to the policy shift undertaken at the direction of the regional Urban Growth Readiness Task Force to apply an outcomes-based approach to growth management decisions considering specific UGB expansion proposals submitted by cities. That policy shift also resulted in amendments to the Metro Code that place an emphasis on choosing locations for UGB expansions where there is a city that has an adopted concept plan for a possible expansion area and, thereby, demonstrates greater readiness to do more detailed comprehensive planning for that area, to annex it, and ultimately to regulate its urbanization.

Indeed, concept planning for urban development and identifying associated urbanization issues in advance, and having local officials formally adopt that concept plan following public engagement, significantly increases the likelihood that the area will actually develop and be able to efficiently provide residential and employment land opportunities within a reasonable timeframe. When an area lacks a concept plan for its future urban development, it is less likely to result in any practical distribution of new housing and employment opportunities. Accordingly, having an adopted concept plan continues to be considered more important than selecting an expansion location based on a desire to distribute housing and employment opportunities equitably throughout the region.

Only one urban reserve, the Sherwood West Urban Reserve, has a locally-adopted concept plan, so only the Sherwood West Urban Reserve is considered to satisfy this Metro Code factor and no additional analysis for this factor is warranted. The Sherwood West concept plan describes: the City of Sherwood's and other agencies' capacity to extend urban services to urban development in the reserve if added to the UGB; a projected range of future dwelling units; opportunities for employment land development; conceptual transportation facility layouts; locations for new parks and trails; and an approach to protection of natural resources.

RESULTS

A summary table of results for the Metro Code factors analysis can be found in Attachment 3.

The table shows that only eight of the 20 analyzed reserves merited a “high” score for more than one of the Metro Code factors.

Those same eight reserves were the only reserves given a “high” score for the Metro Code factor seeking a clear transition between urban and rural lands using natural and built features. Seven reserves were given a “medium” score for this factor, and the remaining five were scored “low”.

As explained above, all 20 urban reserves received a “high” ranking for the Metro Code factor related to protection of farmland for commercial agriculture, because all areas are urban reserves that, by definition, have been deemed appropriate for urbanization, while land important for commercial agriculture has already been designated as rural reserve.

The Brookwood Parkway, Grahams Ferry, Holly Lane – Newell Creek Canyon, and Wilsonville Southwest Urban Reserves received a “high” score for the Metro Code factor related to avoidance of conflict with regionally significant fish and wildlife habitat.

All of the analyzed urban reserves – with the exception of Sherwood West – received a “low” score for the Metro Code factor related to contribution to the purposes of centers and corridors, primarily due to the distance between the urban reserves and the closest designated center or corridor, lack of direct connections and transit service, the character of the land uses between the two locations and the availability, including vacant or redevelopable land – for new development. As in the Metro Code factors analyses in 2018 and 2023, Sherwood West received a slightly higher score on this factor because, compared with the other urban reserves: Sherwood West is somewhat closer, and has a fairly direct connection, to a designed center or corridor, specifically the Sherwood Town Center; the town center has some underdeveloped land that could accommodate new development; and, importantly, the reserve is of a significant size and the large amount of new development that the reserve’s buildable area might accommodate could have a population that helps to encourage and contribute to greater activity in the town center.

ATTACHMENTS

Attachment 1: Map of Urban and Rural Reserves

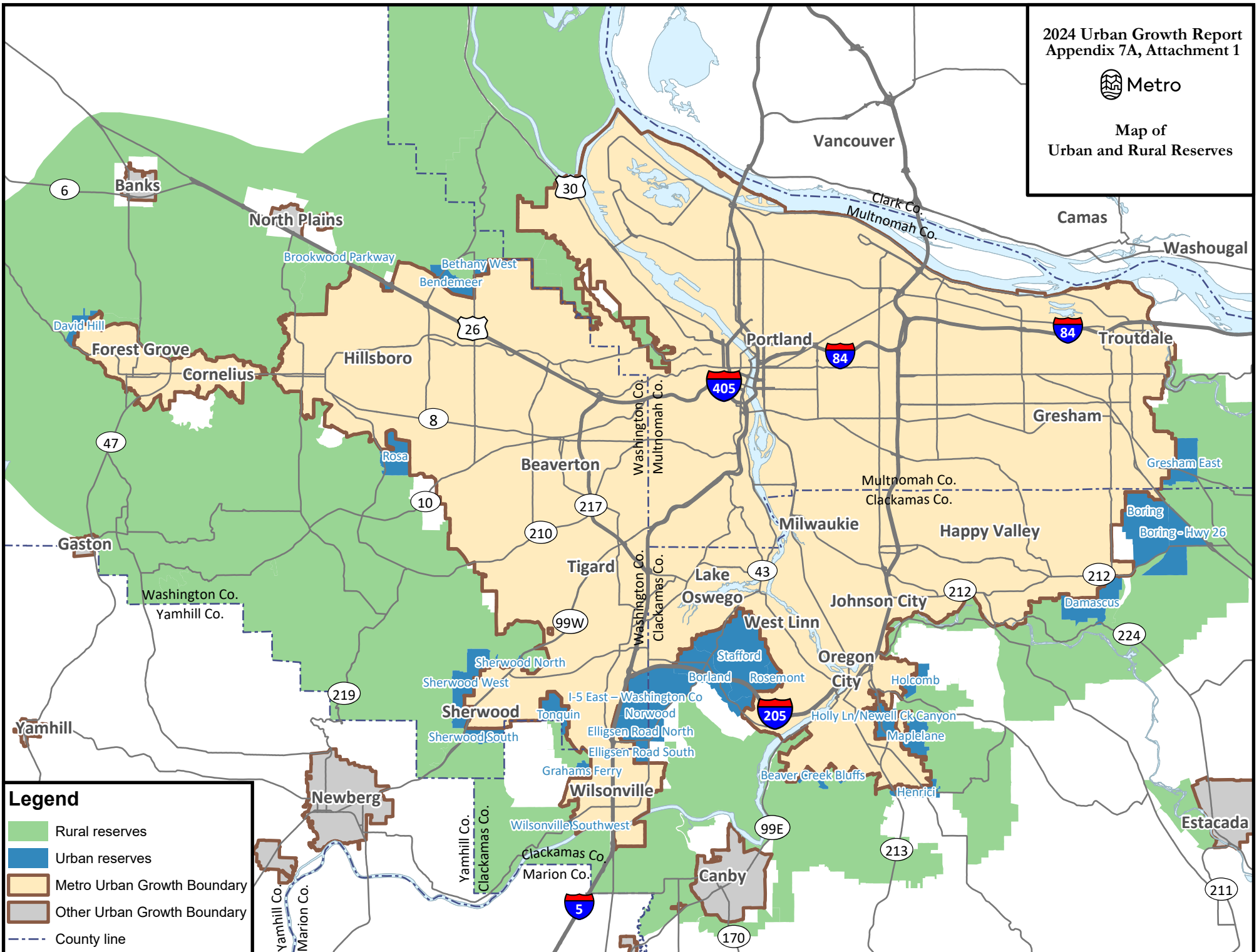
Attachment 2: Metro Code Factor Analysis Narratives (20, with maps):

- Beaver Creek Bluffs
- Bendemeer
- Bethany West
- Borland
- Brookwood Parkway (8B)
- David Hill
- Elligsen Road North
- Elligsen Road South
- Grahams Ferry
- Gresham East
- Henrici
- Holcomb
- Holly Lane – Newell Creek Canyon
- I-5 East – Washington County
- Maplelane
- Rosa
- Sherwood North
- Sherwood South
- Sherwood West
- Wilsonville Southwest

Attachment 3: Metro Code Factors Analysis Results for Draft 2024 Urban Growth Report



Map of
Urban and Rural Reserves



Legend

- Rural reserves
- Urban reserves
- Metro Urban Growth Boundary
- Other Urban Growth Boundary
- County line

BEAVER CREEK BLUFFS URBAN RESERVE

Total Reserve Area	228 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	224 acres
Gross Vacant Buildable Area	142 acres
Net Vacant Buildable Area	106 acres

The Beaver Creek Bluffs Urban Reserve is located along the bluffs south of Oregon City and is comprised of three disconnected “sub-areas”. The western sub-area (approximately 163 acres) lies on both sides of S Central Point Road, above Beaver Creek to the south and the UGB to the north. This western sub-area is bisected by multiple powerline easements. The central sub-area (approximately 43 acres) sits between Mud Creek and a tributary of Beaver Creek, and is bounded by S Leland Road to the east, bluffs to the south and west, and the UGB to the north. A single three-acre tax lot separated from the rest of the central sub-area is located at the end of S McCord Road. The eastern sub-area (approximately 22 acres) is made up of one tax lot at the southwest end of S Century Drive and three other tax lots at the southwest end of Nobel Road. Of the roughly 228 total acres within these three sub-areas, 31 are constrained by steep slopes of 25 percent or greater. The remainder of the reserve is generally flat.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The UGB forms the northern edge of the three irregularly shaped sub-areas of the Beaver Creek Bluffs Urban Reserve. The forested slope along the southern edge of the reserve’s sub-areas, along with Beaver Creek, its tributaries, as well as Mud and Canfield Creeks, would provide a clear transition between urban and rural lands using natural features.

The Beaver Creek Bluffs Urban Reserve is given a “high” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Beaver Creek Bluffs Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Beaver Creek Bluffs Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Oregon City, which is the expected governing body for the Beaver Creek Bluffs Urban Reserve, once urbanized, has adopted a riparian habitat protection program that is compliant with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership cover about 50 acres of land in the reserve, with most of the riparian habitat occurring along an unnamed tributary to Beaver Creek that flows northward through the middle of the western sub-area. There is a 1.5-acre wetland and a small pond along this stream corridor as well. A smaller amount of riparian habitat is located along a section of Mud Creek in the eastern sub-area. Regionally significant upland habitat occurs primarily along the steeper slopes of the bluffs that form the southern boundary of the reserve, although there are some larger pockets on the flatter portions of the sub-areas.

Urbanization of the reserve sub-areas can occur with moderate disturbance of the regionally significant fish and wildlife habitat, depending mainly on any needed transportation connections across the tributary to Beaver Creek in the western sub-area and the larger pockets of upland habitat. However, given the relatively small size of the western sub-area and adjacent existing streets and street stubs, it is possible that a new transportation connection crossing inventoried habitat will not be needed.

The Beaver Creek Bluffs Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

In terms of travel distance, Oregon City Regional Center is the closest 2040 Growth Concept designated center to the Beaver Creek Bluffs Urban Reserve. The regional center serves Oregon City, Clackamas County, and some neighboring cities to the south. The regional center is approximately three miles to the reserve via either S Central Point Road or S Leland Road, and then by S Linn Avenue. There is no transit service connecting the regional center to the reserve.

The city's plans for the Oregon City Regional Center include mixed-use development on the vacant parcels in the northern section of the center, enhancements to the main street, and the creation of new open spaces that will provide direct connections to the river. The regional center is also home to Willamette Falls and the Willamette Falls Legacy Project, a public/private partnership working to connect the Falls to Downtown Oregon City through the development of housing, public spaces, habitat restoration, education, and employment opportunities. Metro's 2017 State of the Centers Atlas showed less than 400 people living in the regional center, as well as a low population density (5.2 people per acre), low total employees, and low dwelling unit density compared with other regional centers; in fact, the average population of all regional centers in 2017 was more than 6,000

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people and the average population density was 22.8 people per acre. The city's vision to attract more housing and employees to the regional center will elevate it to the activity spectrum levels comparable to other regional centers in the region.

The Beaver Creek Bluffs Urban Reserve is too small and too disconnected from the Oregon City Regional Center to meaningfully increase the center's level of activity. Therefore, urbanization of the reserve is not considered to be a future contributor to the vision or the purpose of the regional center.

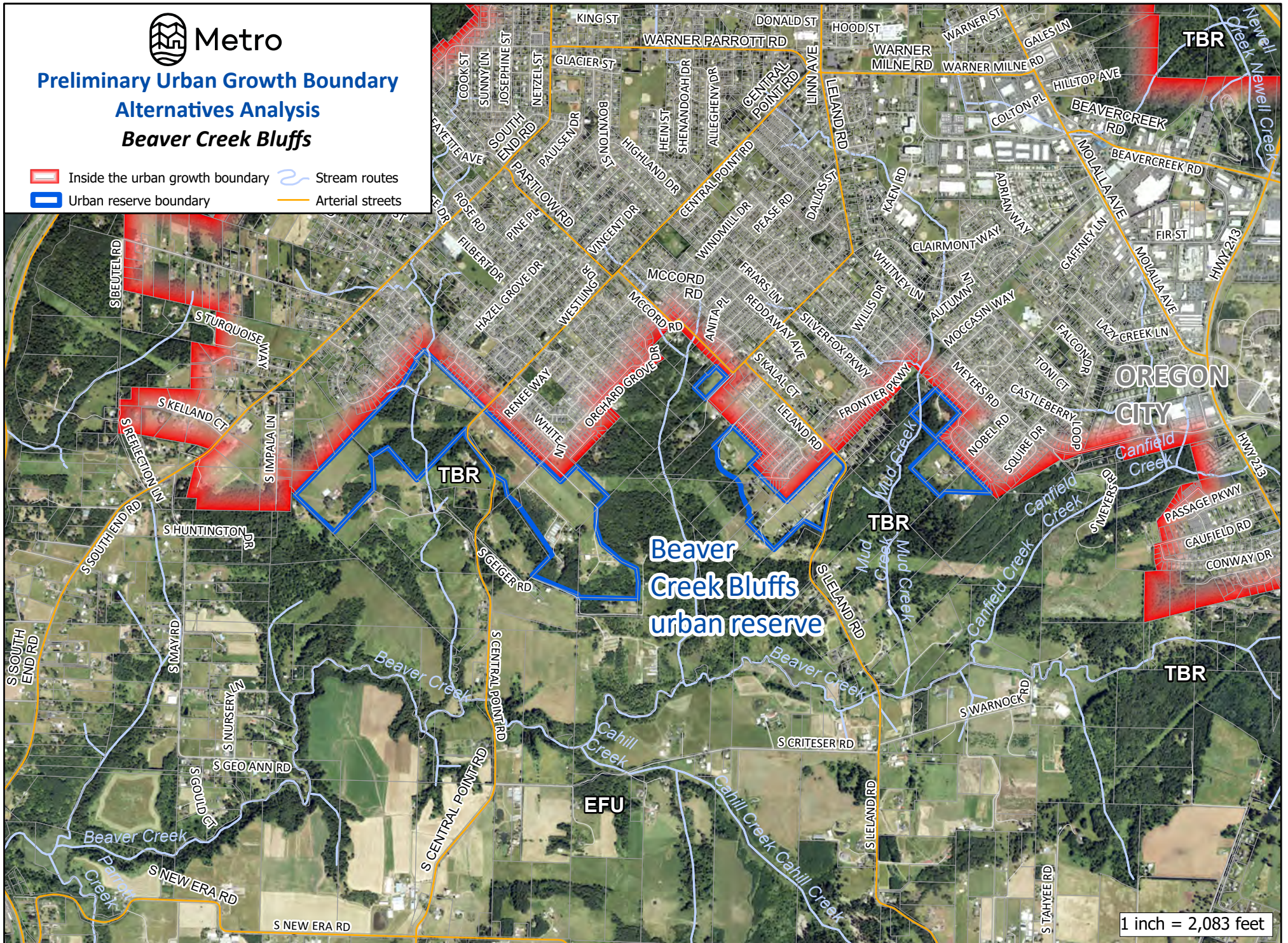
In addition to the regional center itself, there is a 2040 Growth Concept designated corridor that connects the regional center in the north to Clackamas Community College in the south, running along 7th Street and Molalla Avenue. However, the corridor is already mostly built out with a mixture of low density residential development, small commercial businesses, and larger retail commercial uses. The corridor is about two miles away from the middle sub-area of the reserve via a series of local streets. There is no transit service between the reserve and the corridor. Again considering the small size of the reserve and its disconnection, urbanization of the reserve is not expected to impact the corridor. Indeed, there is underdeveloped land already within the city, as well just outside the city in the current UGB, that, given closer proximity and availability of urban services, would provide a better opportunity for new urban development that supports both the regional center and corridor.

The Beaver Creek Bluffs Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis Beaver Creek Bluffs

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



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BENDEMEER URBAN RESERVE

Total Reserve Area	573 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	545 acres
Gross Vacant Buildable Area	318 acres
Net Vacant Buildable Area	237 acres

The Bendemeer Urban Reserve is north of NW West Union Road between NW Bendemeer Road and NW 185th Avenue. The UGB is the reserve’s eastern and southern boundaries and rural reserves are to the west and north. Most of the adjacent land within the UGB is in the corporate limits of the City of Hillsboro, while the remainder is in unincorporated Washington County. Holcomb Creek and Holcomb Lake form a portion of the northern edge of the reserve. Access to the reserve is provided by NW West Union Road, NW Cornelius Pass Road, and NW 185th Avenue.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

Holcomb Creek, Holcomb Lake, and Rock Creek would provide a natural feature that marks the transition between urbanized and rural lands for roughly three-quarters of the northern boundary of the reserve, between NW Cornelius Pass Road and NW 185th Ave. There is no natural or built feature along the remaining portion of the northern edge of the reserve to provide a transition zone between urban and rural lands. Along the western edge of the reserve, there is a 100-foot-wide tax lot that is owned by the Oregon Department of Transportation. This tax lot could provide a transitional buffer between urban and rural lands if it stays vegetated and in a natural state, or if it was transformed to a trail or multiuse path corridor. Overall, there are natural features that would provide a transition between urbanized and rural land for the majority of the urban-rural edge of the reserve.

The Bendemeer Urban Reserve is given a “high” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Bendemeer Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Bendemeer Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Hillsboro, which is the expected governing body for the Bendemeer Urban Reserve, once urbanized, has adopted riparian habitat protection measures that, as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover about 92 acres of the reserve, mainly along Holcomb Creek, Holcomb Lake, and Rock Creek. Additional habitat areas are located along four unnamed tributaries to the two creeks, which divide the reserve into smaller developable sections of land.

Metro ownership of an undeveloped tax lot in the center of the reserve will provide a high level of protection for some of the habitat along Rock Creek and also limit future transportation connections (e.g., urban roadways) through that habitat area. The habitat areas along Holcomb Creek, Holcomb Lake, and a portion of Rock Creek that are located along the northern edge of the reserve would be less susceptible to impacts from future urbanization, as the land to the north is rural reserve and no urban development transportation connections are needed to the north. The divided nature of the urban reserve does make some of the habitat areas along the tributaries more susceptible to impacts due to the likely need for future urban transportation connections.

Overall, urbanization can avoid some regionally significant riparian and upland habitat, depending on the design of the development and the need for east-west transportation connections across the stream corridors.

The Bendemeer Urban Reserve is given a "medium" score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Bethany Town Center and the Tanasbourne/Amber Glen Regional Center are the closest 2040 Growth Concept designated centers to the Bendemeer Urban Reserve. The Bethany Town Center is approximately 1.25 miles away via NW West Union Road and NW Laidlaw Road, and the Tanasbourne/Amber Glen Regional Center is also about 1.25 miles away via NW 185th Avenue. Both centers are connected to the eastern portion of the reserve and to other areas of the region by TriMet bus lines; the regional center is served by the MAX light rail, but the light rail does not extend to the reserve. There is a paved trail connection (the Rock Creek Trail and Stoller Creek Greenway) from the Bethany Town Center that runs within 600 feet of the reserve.

The Bethany Community Plan calls for a mix of local retail and small community-based office uses in the Bethany Town Center that provide a community village atmosphere. The town center is almost completely built out with a mixture of housing types, retail commercial uses, and a small amount of other employment/institutional uses, including a Providence medical facility. Metro's

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2017 State of the Centers Atlas showed the town center as having an average population density and a slightly higher than average number of dwelling units per acre when compared with other town centers in the region. The town center also scored very high in the atlas for parks access and sidewalk and bike route density.

The Tanasbourne/Amber Glen Regional Center, located on the opposite (south) side of Highway 26 from the reserve, is a mixture of higher density residential, retail commercial, and other employment/institutional uses, including a Kaiser Permanente hospital and an Oregon Health Sciences University research facility. Metro's 2017 State of the Centers Atlas showed a high level of employees and total population, slightly higher dwelling units per acre, and an average population density compared with other regional centers.

Urbanization of the Bendemeer Urban Reserve is not expected to meaningfully contribute to new development of either center consistent with their vision and purpose, in part because of the reserve's limited buildable area, the centers already being mostly built out, and the distance of the centers from the reserve.

There are two 2040 Growth Concept designated corridors adjacent to the reserve. The first corridor is along NW 185th Avenue from NW Springville Road south to Highway 26. This corridor is composed mainly of single-family residences and two schools, Westview High School, and Rock Creek Elementary School. The second corridor is along NW Springville Road between NW 185th Avenue and NW Kaiser Road. It too is composed mainly of single-family homes with a few multi-family developments and the Portland Community College Rock Creek campus. Urbanization of the reserve is not expected to contribute to new development consistent with the purpose of the two corridors, as they are already built out with residences and institutional uses.

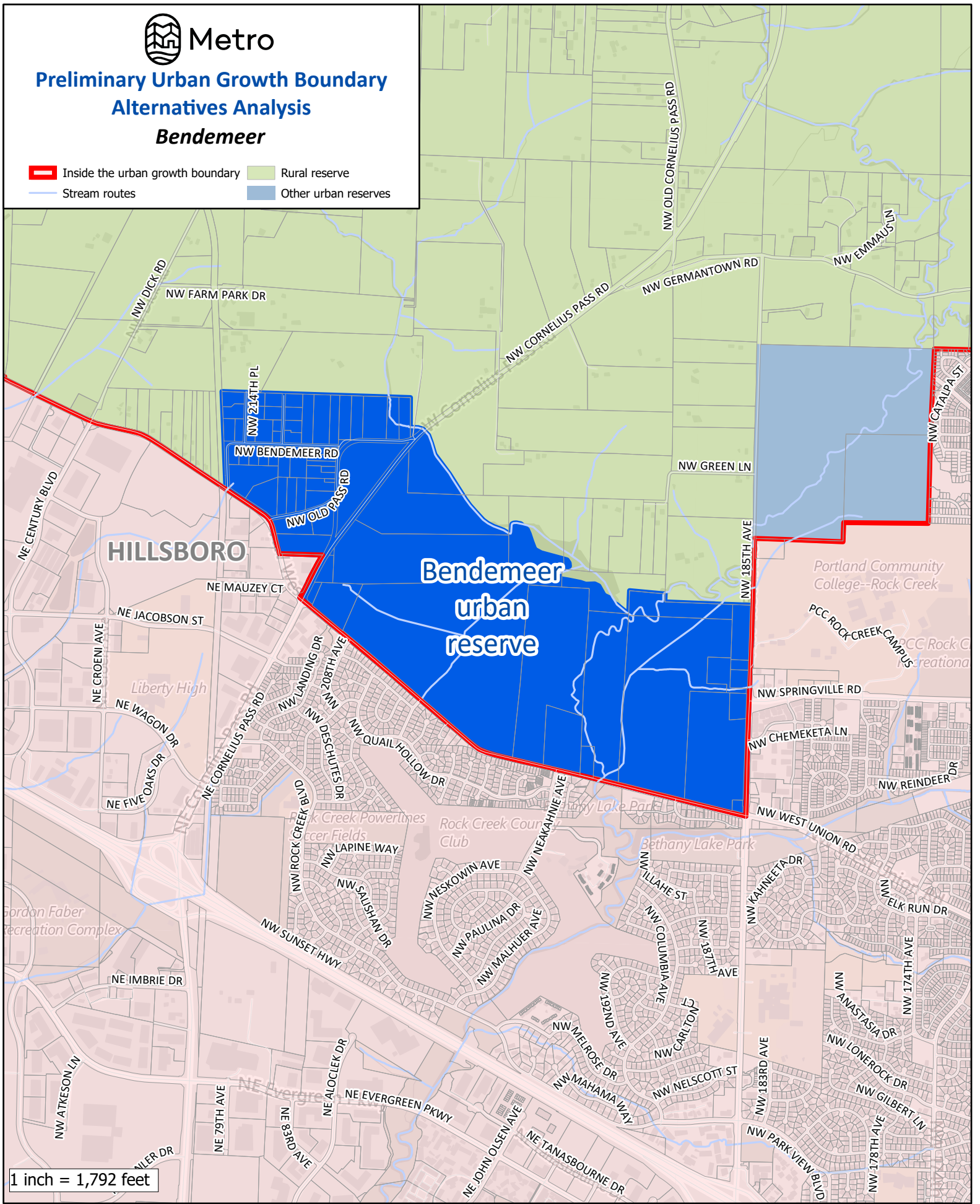
The Bendemeer Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis

Bendemeer

- Inside the urban growth boundary
- Rural reserve
- Stream routes
- Other urban reserves



1 inch = 1,792 feet

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BETHANY WEST URBAN RESERVE

Total Reserve Area	168 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	167 acres
Gross Vacant Buildable Area	60 acres
Net Vacant Buildable Area	44 acres

The Bethany West Urban Reserve is a relatively small, nearly square area on the north side of the Portland Community College Rock Creek campus. The UGB is the reserve’s southern and eastern boundaries, while rural reserves are adjacent to the west and north. Access to the urban reserve is provided by NW 185th Avenue and NW Shackelford Road in the community of North Bethany.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

NW 185th Avenue divides the Bethany West Urban Reserve from rural land to the west. Even assuming that NW 185th Avenue develops as an arterial roadway in the future, the road itself will not provide a clear transition area between future urban and rural uses. There are no natural or built features to mark the transition of urban and rural land to the north. Additional buffers will need to be incorporated into the design and planning of the reserve’s development along both of these edges.

The Bethany West Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Bethany West Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Bethany West Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

Washington County, the current governing body for the Bendemeer Urban Reserve, as well as the City of Hillsboro, which is the nearest incorporated city, have both adopted riparian habitat protection measures that, as part of the Tualatin Basin Natural Resource Coordinating Committee’s protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*. An upland habitat protection program will need to be developed for any area added

to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership cover about 70 acres of the reserve and is focused on Rock Creek and an unnamed tributary. Nearly all but the northwest corner of the reserve is within this habitat area, which is largely riparian habitat.

Some of the habitat area is on land owned by Portland Community College, and that ownership should result in extra environmental protection as the land is less likely to be developed. Because the riparian and upland habitat is concentrated in one section of the reserve, urbanization can occur in the remaining area while avoiding the significant habitat, with the exception of an expected extension of currently dead-ending NW Shackelford Road that will need to cross Rock Creek.

The Bethany West Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Bethany Town Center and the Tanasbourne/Amber Glen Regional Center are the closest 2040 Growth Concept designated centers to the Bethany West Urban Reserve. The Bethany Town Center is approximately two miles away via NW 185th Ave, NW West Union Road, and NW Laidlaw Road, and the Tanasbourne/Amber Glen Regional Center is also about two miles away via NW 185th Avenue. There is no transit service directly connecting the reserve to either center, though there is a TriMet bus stop about half a mile from the reserve with service to the regional center. Both centers do have bus service extending to other areas of the region and the regional center has MAX Light Rail service.

The Bethany Community Plan calls for a mix of local retail and small community-based office uses in the Bethany Town Center that provide a community village atmosphere. The town center is almost completely built out with a mixture of housing types, retail commercial uses, and a small amount of other employment/institutional uses, including a Providence medical facility. Metro’s 2017 State of the Centers Atlas showed the town center as having an average population density and a slightly higher than average number of dwelling units per acre when compared with other town centers in the region. The town center also scored very high in the atlas for parks access and sidewalk and bike route density.

The Tanasbourne/Amber Glen Regional Center, located on the opposite (south) side of Highway 26 from the reserve, is a mixture of higher density residential, retail commercial, and other employment/institutional uses, including a Kaiser Permanente hospital and an Oregon Health Sciences University research facility. Metro’s 2017 State of the Centers Atlas showed a high level of employees and total population, slightly higher dwelling units per acre, and an average population density compared with other regional centers.

Urbanization of the Bethany West Urban Reserve is not expected to meaningfully contribute to new development of either center consistent with their vision and purpose, in part because of the

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reserve's relatively small buildable area, the centers already being mostly built out, and the distance of the centers from the reserve.

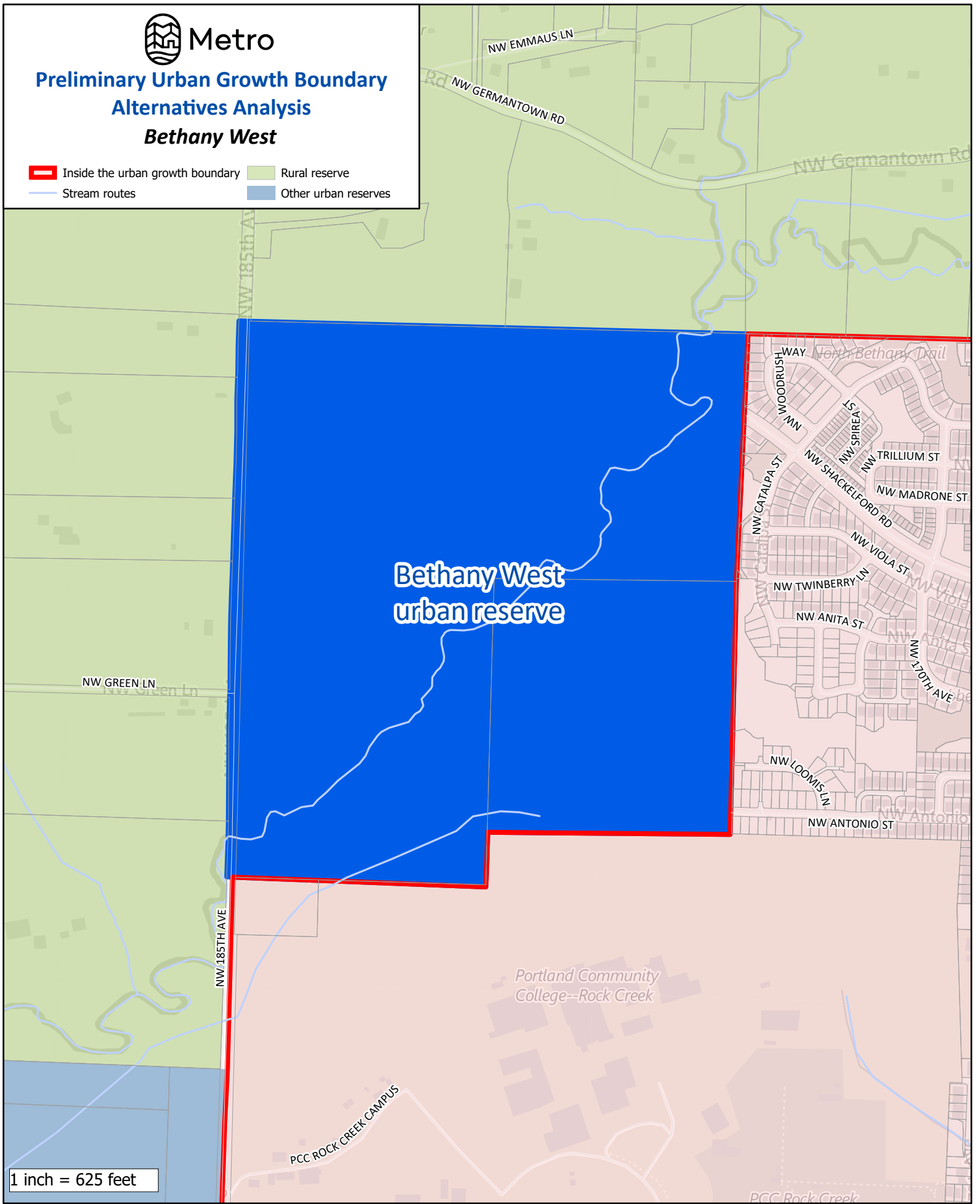
There are two 2040 Growth Concept designated corridors adjacent to the reserve. The first corridor is along NW 185th Avenue from NW Springville Road south to Highway 26. This corridor is composed mainly of single-family residences and two schools, Westview High School, and Rock Creek Elementary School. The second corridor is along NW Springville Road between NW 185th Avenue and NW Kaiser Road. It too is composed mainly of single-family homes with a few multi-family developments and the Portland Community College Rock Creek campus. Urbanization of the reserve is not expected to contribute to new development consistent with the purpose of the two corridors, as they are already built out with residences and institutional uses.

The Bethany West Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



**Preliminary Urban Growth Boundary
Alternatives Analysis
Bethany West**

- Inside the urban growth boundary
- Rural reserve
- Stream routes
- Other urban reserves



1 inch = 625 feet

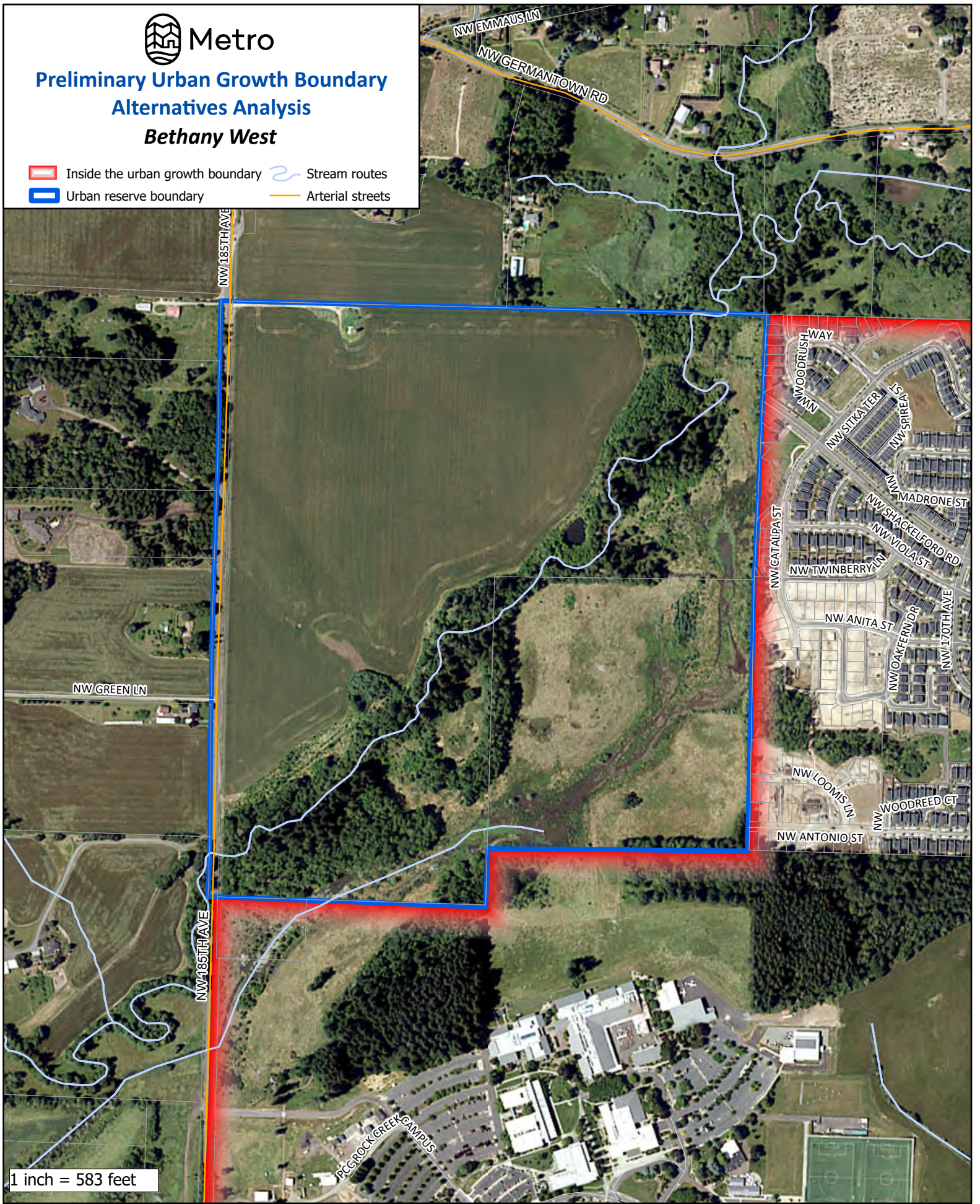
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Preliminary Urban Growth Boundary Alternatives Analysis

Bethany West

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



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BORLAND URBAN RESERVE

Total Reserve Area	1,359 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	1,170 acres
Gross Vacant Buildable Area	537 acres
Net Vacant Buildable Area	400 acres

The Borland Urban Reserve is a long, somewhat linearly shaped area on both sides of I-205 along SW Borland Road. The reserve’s northwestern and southeastern ends are adjacent to the UGB and, respectively, the cities of Tualatin and West Linn. The Tualatin River is the reserve’s northern boundary. Land north of the Tualatin River, as well as land south and west of SW Stafford Road, are in other designated urban reserves. Athey Creek and Fields Creek, along with numerous other streams, flow north through the reserve to the Tualatin River. The reserve is generally flat, though there are some slopes greater than 10 percent along the stream corridors and some minor areas of slopes greater than 25 percent. Access to the area is provided by SW Borland Road, SW Ek Road, SW Halcyon Road, SW Stafford Road, and SW Ulsky Road.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The Tualatin River is a natural feature that would separate urbanized and rural lands on the north side of the Borland Urban Reserve. A combination of steep forested slopes and private homeowner association land would also provide a transition between urban and rural lands for almost the entire southern edge of the reserve. Many of the adjacent rural residences in this southern location are 200-300 feet above the reserve. While additional buffers will need to be incorporated into the planning and design of the reserve’s development in a few locations along the southern edge to provide a clear transition from urban to rural uses, there are natural features along the vast majority of the urban-rural edge to mark the transition between urban and rural lands.

The Borland Urban Reserve is given a “high” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Borland Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Borland Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Tualatin and the City of West Linn are the expected governing bodies for the Borland Urban Reserve when it is urbanized. The City of Tualatin has adopted riparian habitat protection measures that, as part of the Tualatin Basin Natural Resource Coordinating Committee’s protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*. The City of West Linn has adopted a riparian habitat protection program that has been deemed to be in substantial compliance with Title 13, as well. Both cities will need to develop upland habitat protection programs for any areas under their jurisdiction that are added to the UGB after December 28, 2005; those programs will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover about 230 acres of the reserve. The habitat areas are focused along the Tualatin River and the numerous stream corridors that flow north through the reserve to the river. The locations of these streams generally divide the reserve into smaller unconstrained areas of land.

Some of the stream corridors have adjacent steep slopes, which will provide an additional level of protection for the riparian habitat areas from urbanization. However, the stream corridors will be susceptible to impacts from transportation connections (e.g., roads) needed to link the different sections of unconstrained land in the reserve together. Overall, urbanization could occur with low to moderate avoidance riparian and upland habitat, depending on the number of needed transportation connections.

The Borland Urban Reserve is given a “low-medium” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The eastern portion of the Borland Urban Reserve is just over a mile from the West Linn Willamette Town Center via Willamette Falls Drive. This 2040 Growth Concept designated center is mostly built out, with only a few underdeveloped tax lots primarily on the north side of I-205 away from the main commercial retail corridor along Willamette Falls Drive. The Willamette Historic District is within the town center. Metro’s 2017 State of the Centers Atlas shows a low total population, total employees, people per acre, and dwelling units per acre compared with other town centers in the region. This is consistent with how the town center has developed with a main commercial street and single-family residences.

The Tualatin Town Center is approximately 2.25 miles from the western portion of the reserve via SW Borland Road, SW Sager Street, and SW Boones Ferry Road. This other 2040 Growth Concept designated center primary feature is the “Lake at the Tualatin Commons” development that includes residences, offices, and commercial uses surrounding a public plaza and walkway circling a manmade lake. The remainder of the town center is developed with numerous apartment complexes and a significant amount of auto-oriented and large-scale retail commercial uses.

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Metro's 2017 State of the Centers Atlas shows a higher population and a much higher number of employees when compared to other town centers in the region. The dwelling units per acre in 2017 was about average, and the people per acre was low when compared to other town centers.

The closest 2040 Growth Concept designated corridor to the reserve is SW Boones Ferry Road in the Tualatin Town Center.

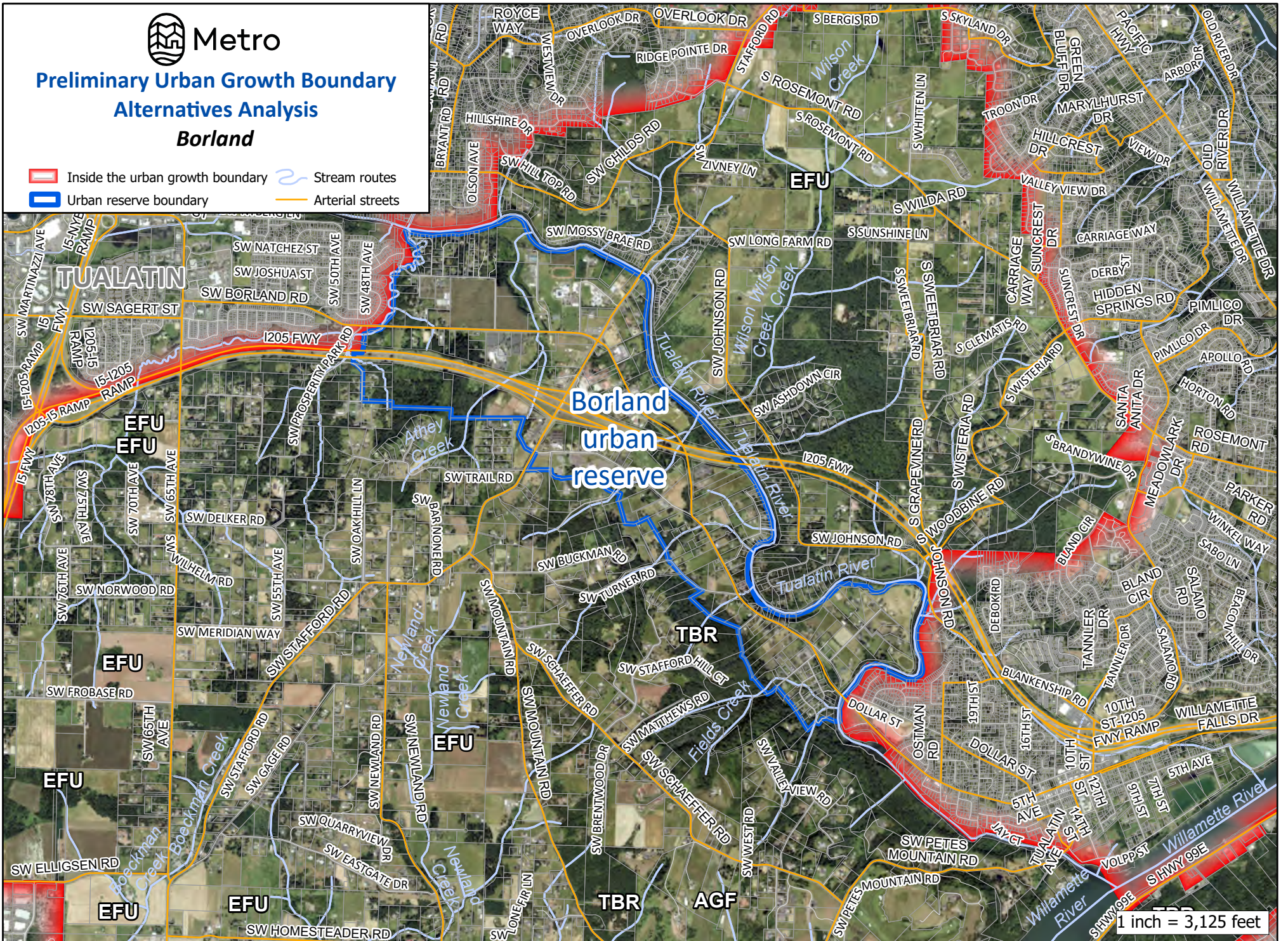
Urbanization of the reserve is not expected to meaningfully contribute to new development in and the purpose of the Willamette Town Center, given the current success of the commercial street, the historic district designation on a portion of the town center land, and a potential desire to maintain the current development pattern. Likewise, urbanization of the reserve is not expected to contribute to development or the purpose of the Tualatin Town Center, or to the SW Boones Ferry Road corridor, given the distance between the two locations.

The Borland Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis Borland

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



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BROOKWOOD PARKWAY URBAN RESERVE

Total Reserve Area	62 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	38 acres
Gross Vacant Buildable Area	32 acres
Net Vacant Buildable Area	24 acres

The Brookwood Parkway Urban Reserve is a relatively small area on the north side of Hillsboro at the Brookwood Parkway/Highway 26 interchange. Except for its north side, the reserve is entirely surrounded by the UGB and the corporate limits of the City of Hillsboro; Highway 26 occupies and forms the edge to the northern portion of the reserve. Access to the area is provided by NW Meek Road, NW Oak Drive, and NW Birch Ave.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The roughly 300-foot-wide right-of-way of Highway 26 and parallel roadways would provide a built feature that marks a clear transition between urbanized and rural lands at the north of the Brookwood Parkway Urban Reserve.

The Brookwood Parkway Urban Reserve is given a “high” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, any farmland within the Brookwood Parkway is not the most important for the continuation of commercial agriculture in the region.

The Brookwood Parkway Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Hillsboro, which is the expected governing body for the Brookwood Parkway Urban Reserve, once urbanized, has adopted riparian habitat protection measures that, as part of the

Tualatin Basin Natural Resource Coordinating Committee's protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*.

Regionally significant riparian habitat not constrained by steep slopes or in public ownership cover approximately 4.5 acres of the reserve, generally along Waible Gulch, which flows through the northwest corner of the reserve. While the waterbody separates that northwest corner from the remainder of the reserve, the area is still accessible from lands already in the UGB and a future crossing over the waterbody may not be necessary. Upland wildlife habitat was originally inventoried in the reserve, but 2022 aerial images suggest those mapped areas have been developed or otherwise cleared.

Due to the isolated location of the habitat and the expected protection measures that will be in place prior to development, urbanization is expected to be able to occur while avoiding the regionally significant riparian habitat.

The Brookwood Parkway Urban Reserve is given a "high" score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Orenco Town Center is the closest 2040 Growth Concept designated center to the Brookwood Parkway Urban Reserve, approximately two miles away via NE Brookwood Parkway, NE Shute Road, and NE Butler Street. The Tanasbourne/Amber Glen Regional Center, another 2040 Growth Concept designated center, is just shy of three miles away via NE Brookwood Parkway and NE Evergreen Parkway.

The Orenco Town Center is essentially fully built out with a mixture of housing types and retail commercial uses. The center was developed as a transit-oriented development surrounding the Orenco Light Rail Station. Metro's 2017 State of the Centers Atlas shows it has a higher-than-average total population, population density, and a much higher than average number of dwelling units per acre compared with other town centers in the region. Orenco also scored very high in the atlas with regard to parks access and sidewalk and bike route density. The Tanasbourne/Amber Glen Regional Center is a mixture of higher density residential, employment, retail commercial, and institutional uses, including a Kaiser Permanente hospital and an Oregon Health Sciences University research facility. The 2017 State of the Centers Atlas shows a high level of employees and total population, slightly higher dwelling units per acre, and average population density when compared to other regional centers in the region. Both the town center and the regional center are well served by transit, including numerous TriMet bus lines and MAX Light Rail that connect the centers with other areas of the region. However, there are no transit connections between the centers and the urban reserve.

The closest 2040 Growth Concept designated corridor is along NE Evergreen Parkway, about 1.5 miles away via NE Brookwood Parkway and NE Evergreen Parkway. A second corridor runs south along NE Century Boulevard from NE Evergreen Parkway. Both of these corridors contain employment uses including Intel's Ronler Acres Campus along NE Century Boulevard.

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Given that the urban reserve is adjacent to the North Hillsboro Industrial Sanctuary and Highway 26, development of the area with employment uses would be expected. Urbanization of the reserve with employment uses with minimal residential uses is not expected to meaningfully contribute to the vision and purpose of the Orenco Town Center or the Tanasbourne/Amber Glen Regional Center.

Due to the very small size of the reserve, the significant amount of employment land near the two centers, the distance between the reserve and the centers, and the fact that the centers are already largely built out, urbanization of the reserve even with residential uses is not expected to contribute to new development consistent within the town or regional centers consistent with their intended purposes. For similar reasons, urbanization of the reserve is not expected to contribute to new development consistent with the purpose of nearby corridors.

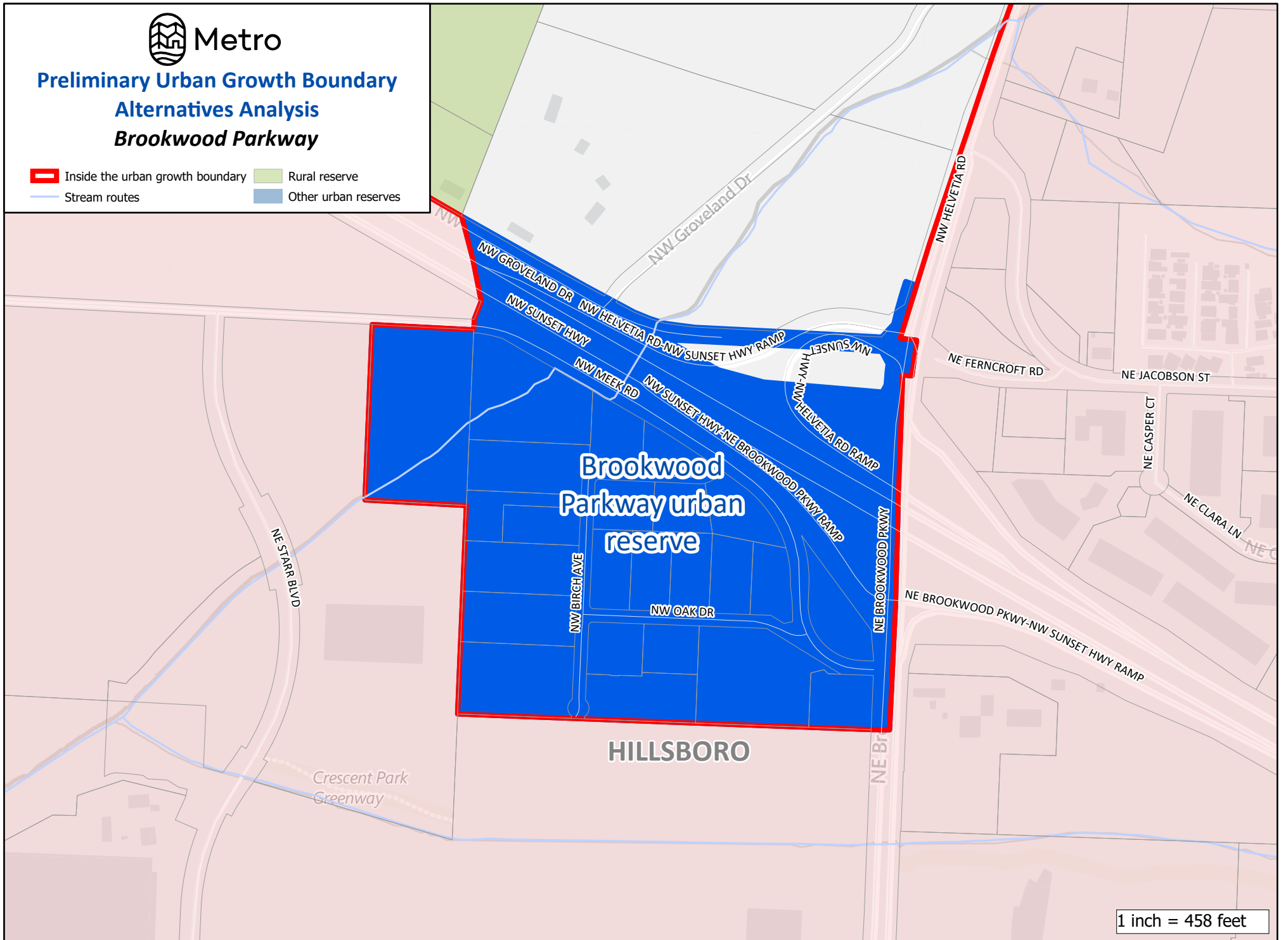
The Brookwood Parkway Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.



Metro

Preliminary Urban Growth Boundary Alternatives Analysis Brookwood Parkway

- Inside the urban growth boundary
- Rural reserve
- Other urban reserves
- Stream routes

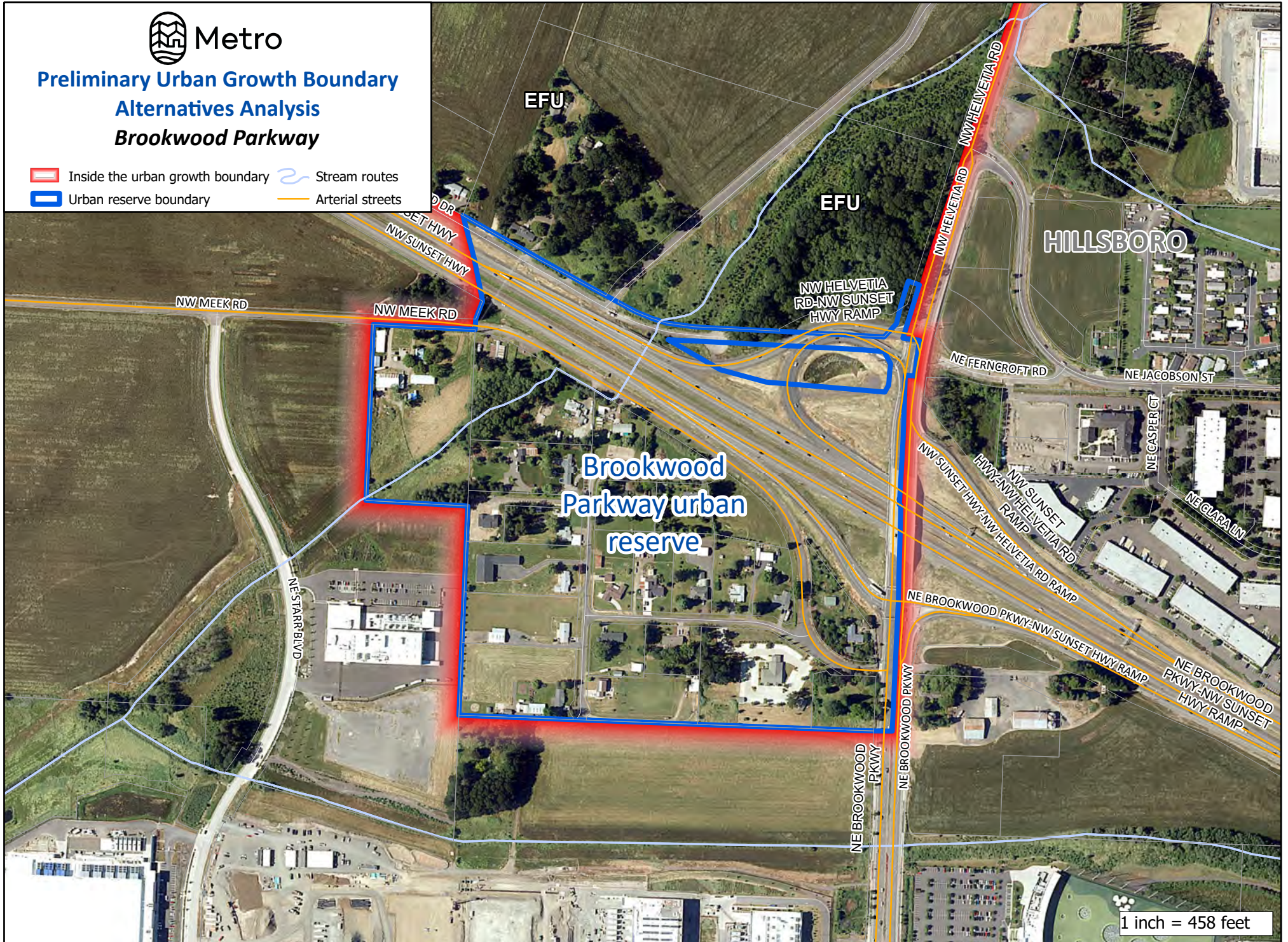


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**Preliminary Urban Growth Boundary
Alternatives Analysis
Brookwood Parkway**

- ▬ Inside the urban growth boundary
- ▬ Urban reserve boundary
- Stream routes
- Arterial streets



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DAVID HILL URBAN RESERVE

Total Reserve Area	320 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	313 acres
Gross Vacant Buildable Area	172 acres
Net Vacant Buildable Area	128 acres

The David Hill Urban Reserve is an irregularly shaped area on the northwest edge of Forest Grove in the vicinity of NW David Hill Road. The UGB forms the reserve’s eastern boundary and rural reserve land is to the west, north, and south. The high point of the reserve is near NW David Hill Road, with the land sloping down to the south towards NW Gales Creek Road and east towards NW Thatcher Road, dropping 440 and 360 feet, respectively. Access to the reserve is provided by NW David Hill Road, NW Gales Creek Road, and NW Thatcher Road.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The steep slopes along the northern, western, and southern edges of the David Hill Urban Reserve (i.e., the edges that are not otherwise the existing UGB) would provide natural feature transition zones between the urban uses and the rural lands in these locations.

The David Hill Urban Reserve is given a “high” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the David Hill Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The David Hill Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Forest Grove, which is the expected governing body for the David Hill Urban Reserve, once urbanized, has adopted riparian habitat protection measures that, as part of the Tualatin Basin Natural Resource Coordinating Committee’s protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program

will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover about 46 acres of the reserve, with most of the habitat areas located along two unnamed streams. A significant portion of the riparian habitat is adjacent to steep slopes mainly at the edge of the reserve, although one stream does extend northward through the reserve's northern center. The location of the streams near the edge of the reserve, combined with the nearby steep slopes, are expected to provide some additional level of protection from urbanization for that portion of the habitat area. Toward the southern portion of the reserve, there are two fairly large pockets of designated upland wildlife habitat that, together, total about 30 acres; however, 2023 aerial imagery suggests that some of these pockets may actually be tree farms and not native habitat.

Generally, urbanization of the reserve can occur with a medium level of avoidance of regionally significant riparian and upland habitat, depending on the design of the new urban development, the need for transportation connections to NW Gales Creek Road, and the determination of significance for some of the mapped upland habitat areas (e.g., the areas that may actually be tree farms).

The David Hill Urban Reserve is given a "medium" score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Forest Grove Town Center is the closest 2040 Growth Concept designated center to the David Hill Urban Reserve. The town center is approximately 2.5 miles away via NW Gales Creek Road, E Street, B Street, and 19th Avenue. The town center encompasses the city's historic downtown, which itself includes transit-oriented mixed-use development, cultural amenities, retail commercial uses, civic buildings, and the main campus of Pacific University, but also some detached single-family dwellings, underdeveloped properties, and parking lots. TriMet Route 57 connects the town center to Cornelius, Hillsboro, and the MAX light rail line, but there is no TriMet service to the reserve itself; the nearest TriMet stop is more than two miles away. GroveLink, a public transportation network for the Forest Grove community, provides transit services in and around the town center and connects the town center with other parts of Forest Grove and to TriMet Route 57, but not to the reserve.

Metro's 2017 State of the Centers Atlas showed less than 800 people living in the town center, but a population density (25.5 people per acre) that exceeded the 2017 average for all centers in the region. The relatively higher density can likely be attributed to Pacific University students. The town center also had a higher rate of businesses per acre in 2017 than other centers in the region, but a less than half the average of dwelling units per acre.

Urbanization of the reserve is not expected to contribute to new development within the Forest Grove Town Center consistent with the vision for the center, due to the distance between the center and the reserve, the lack of transit service between the two areas, and the substantial amount of

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underdeveloped land inside the UGB that is in closer proximity to the town center. Redevelopment of these closer-in areas would have more of an impact on the growth of the town center.

In addition to the town center itself, there is a 2040 Growth Concept designated corridor that connects the town center with Cornelius along Pacific Avenue. The corridor mostly contains a mix of retail commercial uses, with a small amount of residential uses and some undeveloped land near the Highway 47 intersection. Urbanization of the reserve is not expected to meaningfully contribute to the purpose of the corridor due to the distance between the reserve and the corridor, the lack of connecting transit service, and the greater potential for the underdeveloped land already in the UGB closer to the corridor to be developed first.

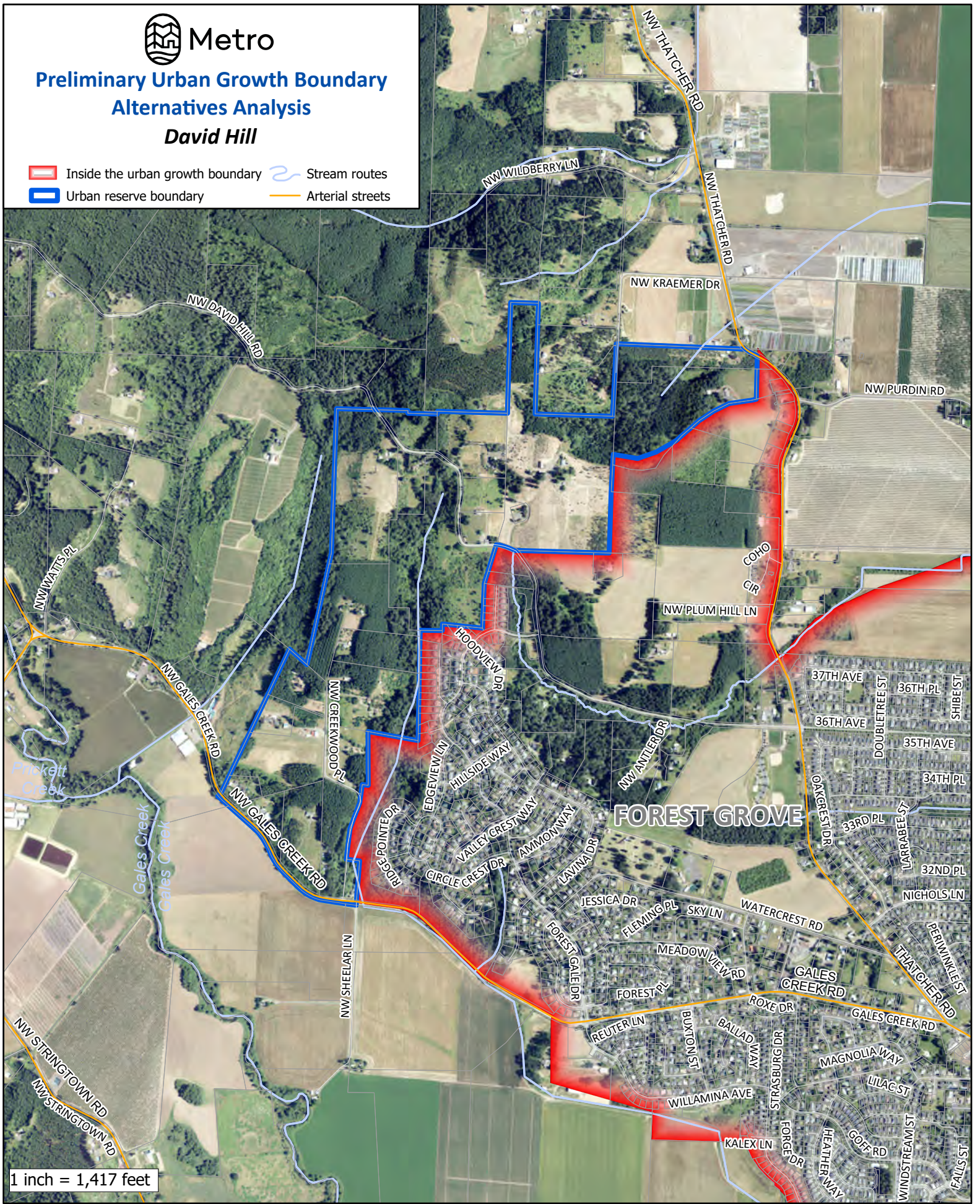
The David Hill Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis

David Hill

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



1 inch = 1,417 feet

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ELLIGSEN ROAD NORTH URBAN RESERVE

Total Reserve Area	621 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	588 acres
Gross Vacant Buildable Area	442 acres
Net Vacant Buildable Area	329 acres

The Elligsen Road North Urban Reserve is a somewhat rectangularly shaped area adjacent to both the City of Tualatin and the City of Wilsonville. It is located north of SW Elligson Road, west of SW 65th Avenue, and south of SW Frobase Road. The UGB is the western and southern boundary of the reserve, and it is otherwise entirely surrounded by other urban reserves. I-5 also parallels a portion of the western edge of the reserve. A tributary to Boeckman Creek flows south from the middle of the reserve and then along SW Elligsen Road before crossing underneath the road to the farmland further south. The reserve contains a series of moderately steep hills with some slopes greater than 10 percent through the middle of the area. Access to the reserve is provided by SW Elligsen Road, SW 65th Avenue, SW 82nd Avenue, and SW Frobase Road.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

There are no natural or built features that would mark a clear transition between urban development in the Elligsen Road North Urban Reserve and the rural lands north of SW Frobase Road or east of SW 65th Avenue. Similarly, there are no natural or built features that would mark a clear transition between future urban development and the rural lands south of SW Elligsen Road. Even assuming SW Frobase Road develops as a collector and SW Elligsen Road and SW 65th Ave develop as arterials in the future, the roads themselves will not provide a clear transition area between urban and rural uses. Additional buffers will therefore need to be incorporated into the planning and design of the urban development along all of these edges. However, the rural lands along all three of these edges are also designated as urban reserves and may themselves be included in the UGB in the future. Therefore, any buffers that are incorporated into the planning and design of the Elligsen Road North Urban Reserve should consider the potential for making urban form connections to the other adjacent urban reserves. Nonetheless, there are generally no existing natural or built features that would provide a clear transition between urban and rural lands.

The Elligsen Road North Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Elligsen Road North Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Elligsen Road North Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Wilsonville, which is the expected governing body for the Elligsen Road North Urban Reserve, once urbanized, has adopted a riparian habitat protection program that has been deemed to be in substantial compliance with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover about 118 acres of the reserve, with the vast majority (about 107 acres) being upland wildlife habitat that is composed of forested slopes in the reserve’s central-western portion. Almost all of the riparian habitat is on relatively flat land that is already impacted by active agricultural activities and could easily be impacted by future development as well. However, future urbanization also provides the opportunity for restoration of some of the impacted riparian habitat areas.

As most of the identified habitat is on relatively flat land (i.e., land that may be easier to develop) and the upland habitat portion occupies a significant amount of area in the reserve, some impact on the regionally significant fish and wildlife habitat would be expected to occur from urbanization of the reserve. An urban transportation network in the reserve providing road connectivity will likely need to disturb habitat.

The Elligsen Road North Urban Reserve is given a “low-moderate” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Wilsonville Town Center is the is the closest 2040 Growth Concept designated center to the Elligsen Road North Urban Reserve, located about a couple miles away to the south via either SW Stafford Road and SW Wilsonville Roa, or I-5 through the SW Elligsen Road interchange. The town center is east of I-5, is about 100 acres in size, and primarily serves the City of Wilsonville. The town center is a short distance from the terminus of the WES Commuter Rail line. SMART, the City of

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Wilsonville's bus service, provides service on the Route 2X Barbour line between the town center and the Argyle Square Shopping Center, which is just on the other side of SW Elligsen Road from the southern end of the reserve.

The City of Wilsonville's Town Center Plan envisions a vibrant walkable destination that inspires people to come together and socialize, shop, live, and work. Metro's 2017 State of the Centers Atlas shows a higher-than-average jobs to housing ratio, but fewer people and dwellings per acre, compared with the other town centers in the region. The town center is considered in the atlas to have high access to parks.

The Elligsen Road North Urban Reserve was identified by Wilsonville as a location for long-term future urbanization. The city's 2007 '20 Year Look' process identified the reserve for a potential mixture of employment and residential uses in the future. Urbanization of the reserve, however, is not expected to contribute to the purpose and vision of the town center due to the distance between the two areas and the location of the Argyle Square Shopping Center adjacent to the reserve.

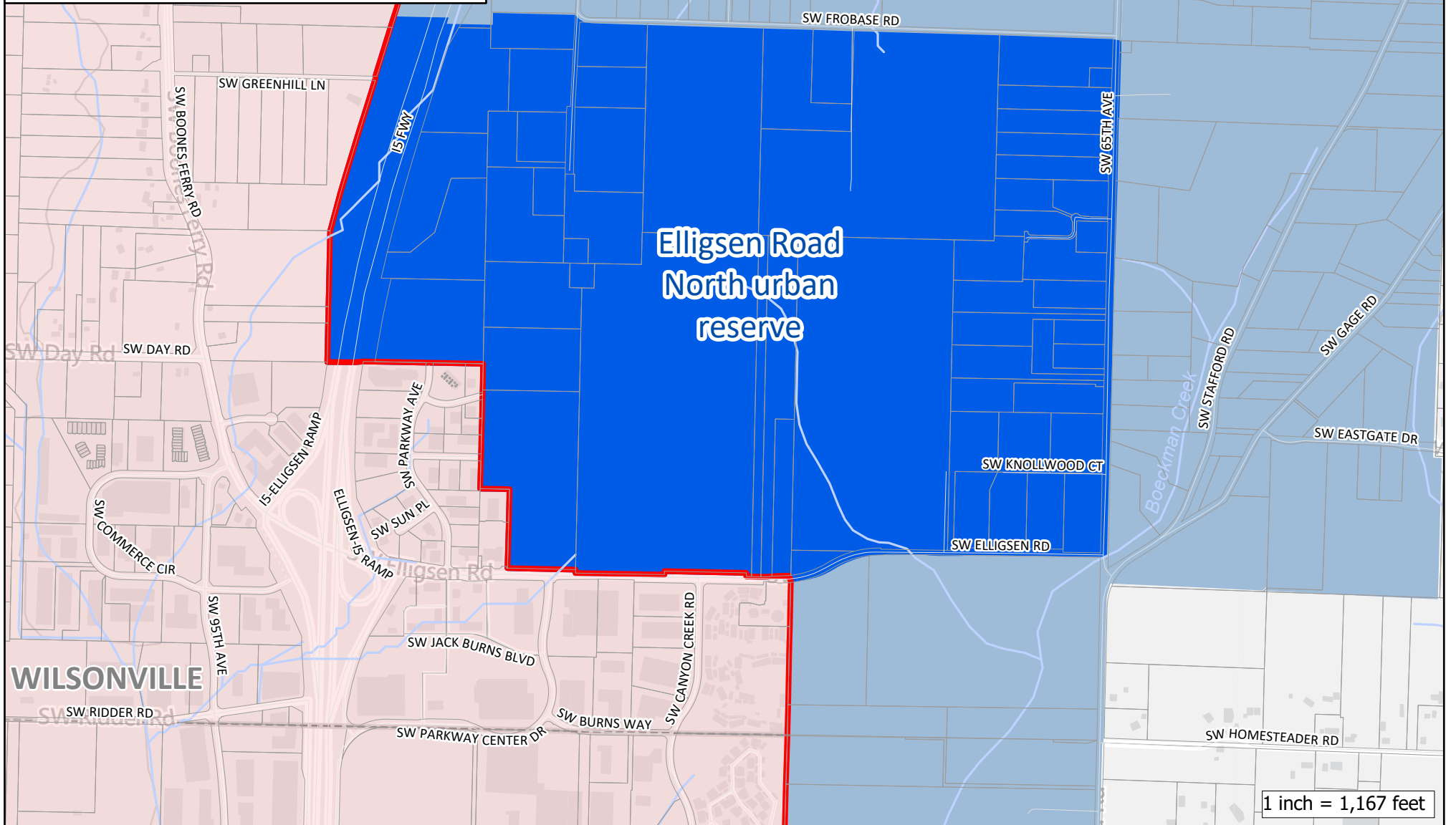
There is one 2040 Growth Concept designated corridor in Wilsonville that runs along SW Elligsen Road west of I-5 and then south along SW Parkway Avenue parallel to I-5 to the Wilsonville Town Center. The corridor is mostly built out with retail commercial or employment uses and some single-family and multi-family residential uses near the town center. The corridor is less than 600 feet away from the reserve along SW Elligsen Road. Nonetheless, urbanization of the reserve is not expected to have a meaningful impact on new development of the corridor consistent with the corridor's purpose, as the corridor is already mostly developed and would compete with the Argyle Square Shopping Center adjacent to the reserve.

The Elligsen Road North Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis Elligsen Road North

- Inside the urban growth boundary
- Rural reserve
- Other urban reserves
- Stream routes



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ELLIGSEN ROAD SOUTH URBAN RESERVE

Total Reserve Area	254 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	250 acres
Gross Vacant Buildable Area	213 acres
Net Vacant Buildable Area	158 acres

The Elligsen Road South Urban Reserve is a generally rectangular area south of SW Elligsen Road and west of SW Stafford Rd. The UGB and Wilsonville city limits are the reserve’s western and southern boundaries. Boeckman Creek, which flows diagonally through the center of the urban reserve, splits the area into two roughly evenly sized sections. The land is mostly flat, except for some slopes greater than 10 percent along Boeckman Creek. Access to the area is provided by SW Elligsen Road, SW Elligsen Road, and SW Homesteader Road.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

There are no natural or built features that would mark a clear transition between urban development of the Elligsen Road South Urban Reserve and the rural lands to the north of SW Elligsen Road. Similarly, there are no natural or built features that would mark a clear transition between the urban development of the reserve and the rural lands to the east of SW Stafford Road. Even assuming both SW Elligsen Road and SW Stafford Road develop as arterials in the future, the roads themselves will not provide a clear transition area between urban and rural uses. Additional buffers will need to be incorporated into the planning and design of the urban development along both of these edges. However, the rural lands north of SW Elligsen Road are included in the Elligsen Road North Urban Reserve and may be included in the UGB in the future. Therefore, any buffers that are incorporated into the planning and design of future development should consider the potential for making urban form connections in this location. Nonetheless, there are generally no existing natural or built features that would provide a clear transition between urban and rural lands.

The Elligsen Road South Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Elligsen Road South Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Elligsen Road South Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Wilsonville, which is the expected governing body for the Elligsen Road South Urban Reserve when it is eventually urbanized, has adopted a riparian habitat protection program that has been deemed to be in substantial compliance with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian habitat not constrained by steep slopes or in public ownership cover about 16 acres of land all focused on Boeckman Creek and three tributaries. Steep slopes along the lower 1,700 feet of Boeckman Creek, along with power line easements, provide additional restrictions on development along this portion of the stream.

The city’s natural resource protection program will provide protection for the majority of the habitat areas, but some impact from urbanization is expected. particularly given the central location of the stream and the need for a transportation network to provide connectivity within the reserve and to adjacent lands already inside the UGB.

The Elligsen Road South Urban Reserve is given a “low-moderate” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Wilsonville Town Center is the is the closest 2040 Growth Concept designated center to the Elligsen Road South Urban Reserve, located about two miles away to the south via either SW Stafford Road and SW Wilsonville Road, or I-5 through the SW Elligsen Road interchange. The town center is east of I-5, is about 100 acres in size, and primarily serves the City of Wilsonville. The town center is a short distance from the terminus of the WES Commuter Rail line. SMART, the City of Wilsonville’s bus service, provides service on the Route 2X Barbour line between the town center and the Argyle Square Shopping Center, which is approximately half a mile from the reserve.

The City of Wilsonville’s Town Center Plan envisions a vibrant walkable destination that inspires people to come together and socialize, shop, live, and work. Metro’s 2017 State of the Centers Atlas shows a higher-than-average jobs to housing ratio, but fewer people and dwellings per acre, compared with the other town centers in the region. The town center is considered in the atlas to have high access to parks.

The Elligsen Road South Urban Reserve was identified by Wilsonville as a location for long-term future urbanization. The City’s 2007 ‘20 Year Look’ process identified the reserve for potential residential uses in the future. Urbanization of the reserve, however, is not expected to contribute to

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the purpose and vision of the town center due to the distance between the two areas and the proximity of the Argyle Square Shopping Center to the reserve.

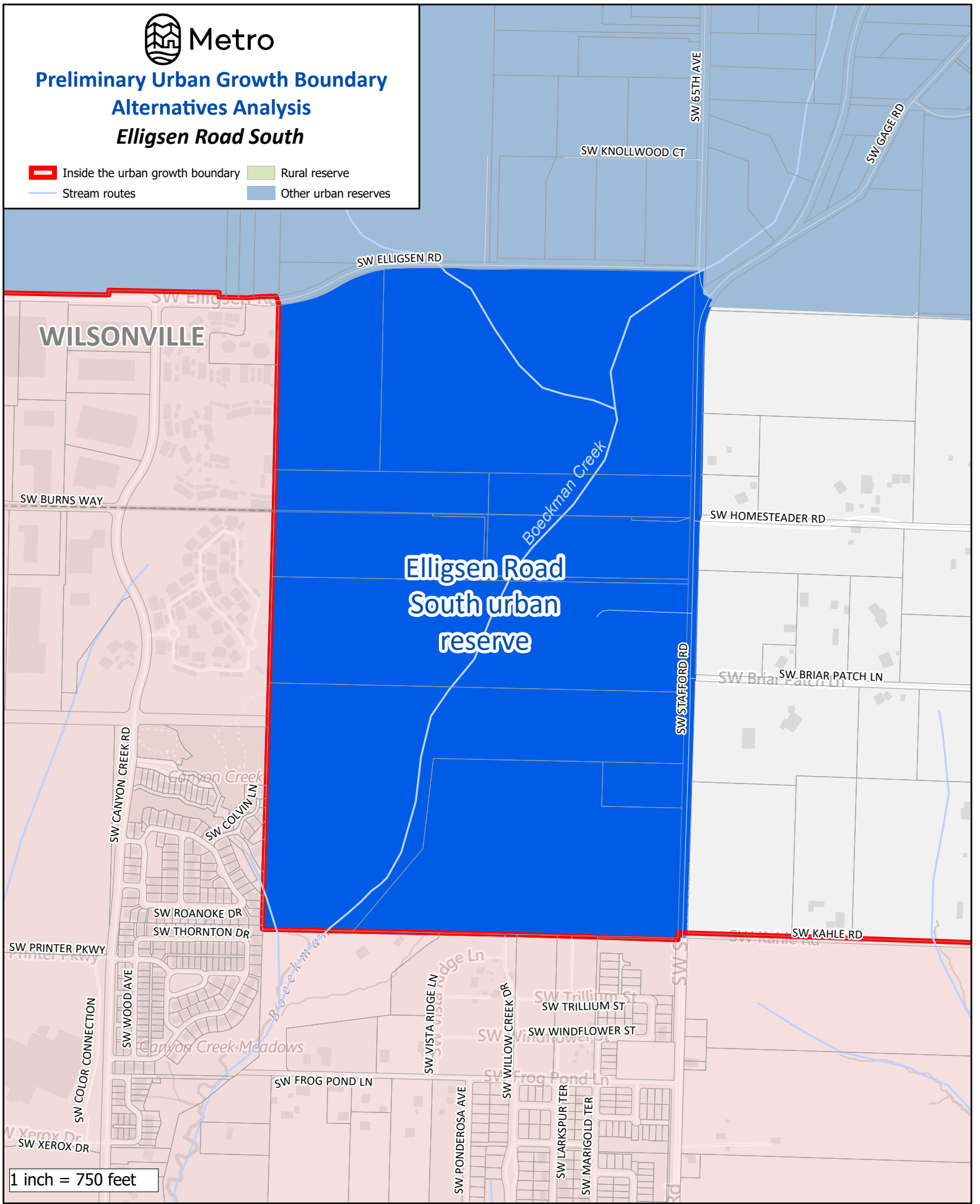
There is one 2040 Growth Concept designated corridor in Wilsonville that runs along SW Elligsen Road west of I-5 and then south along SW Parkway Avenue parallel to I-5 to the Wilsonville Town Center. The corridor is mostly built out with retail commercial or employment uses and some single-family and multi-family residential uses near the town center. The corridor is only about half a mile away from the reserve along SW Elligsen Road. Nonetheless, urbanization of the reserve is not expected to have a meaningful impact on new development of the corridor consistent with the corridor's purpose, given that the corridor is already mostly developed and that there are other employment and retail uses closer to the reserve.

The Elligsen Road South Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



**Preliminary Urban Growth Boundary
Alternatives Analysis
Elligsen Road South**

- Inside the urban growth boundary
- Rural reserve
- Stream routes
- Other urban reserves



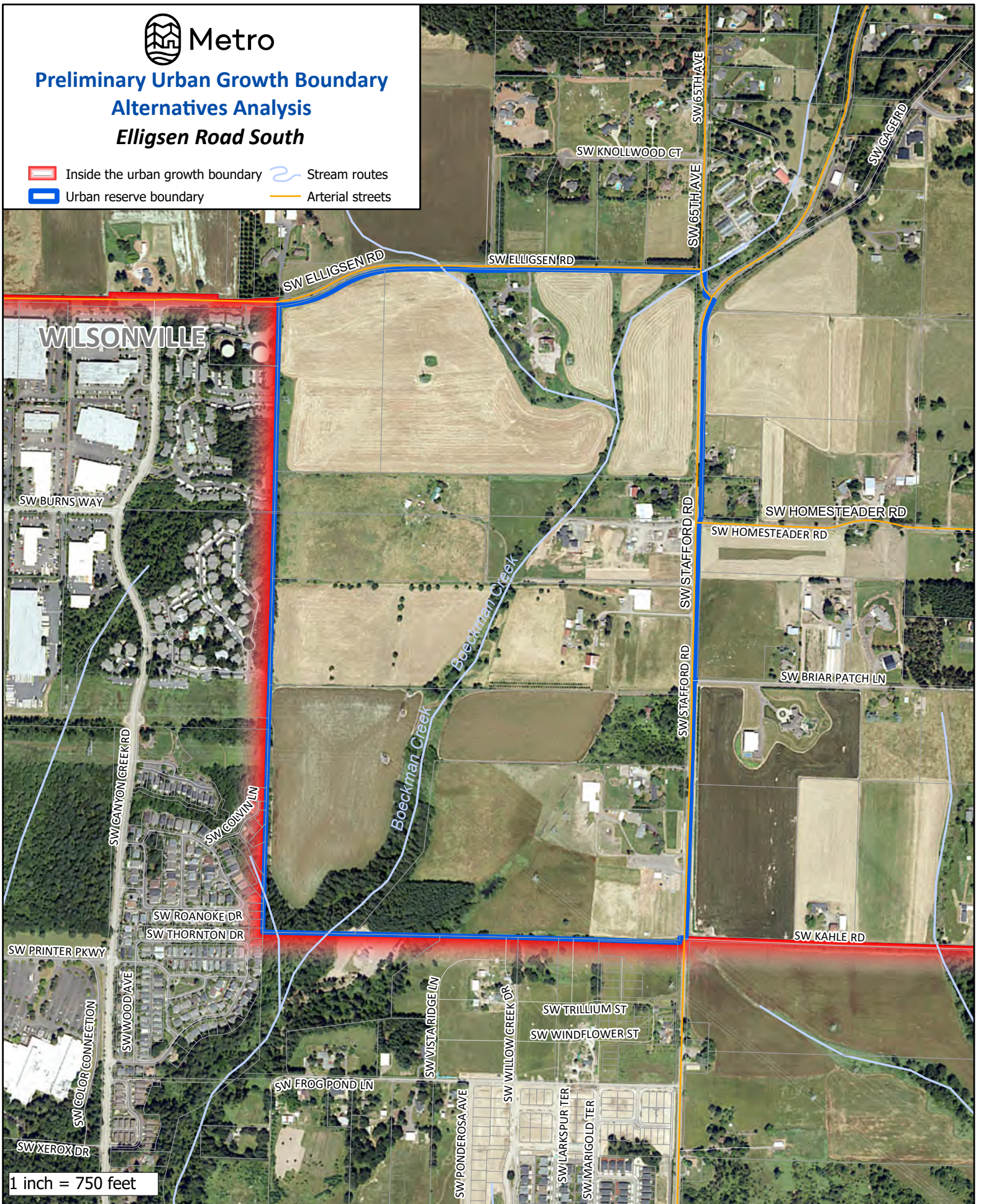
1 inch = 750 feet

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Preliminary Urban Growth Boundary Alternatives Analysis Elligsen Road South

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



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GRAHAMS FERRY URBAN RESERVE

Total Reserve Area	203 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	200 acres
Gross Vacant Buildable Area	92 acres
Net Vacant Buildable Area	68 acres

The Grahams Ferry Urban Reserve is a relatively compact area east of SW Grahams Ferry Road and north of SW Tooze Road. The UGB and Wilsonville city limits are the southern and eastern boundaries of the reserve, while rural reserve lands border to the north and northwest. The Metro-owned Coffee Lake Wetlands natural area is adjacent to the reserve’s eastern side within the UGB.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

Coffee Lake Creek, its associated floodplain, and nearby forested areas would provide a natural transition between the urban development of the Grahams Ferry Urban Reserve and the rural lands to the north and northwest. SW Grahams Ferry Road forms the western edge of the reserve. Even if SW Grahams Ferry Road were to be improved to urban arterial standards, the road itself would not provide a sufficient transitional buffer between urban development in the reserve and rural lands; additional buffers will need to be incorporated into the planning and design of the urban development to provide a clear transition from urban to rural uses along this western edge. Therefore, there is a natural feature transition area between urban and rural lands for approximately half of the reserve area’s urban-rural edge.

The Grahams Ferry Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Grahams Ferry Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Grahams Ferry Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Wilsonville, which is the expected governing body for this reserve when it is eventually urbanized, has adopted a riparian habitat protection program that has been deemed to be in substantial compliance with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover about 67 acres of the reserve, with most of the habitat associated with the Coffee Lake Creek stream corridor along the reserve's eastern edge. The reserve also has a 100-year floodplain associated with this stream. There is both riparian and upland habitat identified in the south-central portion of the reserve, although it appears that the stream has been tiled or piped and that the habitat area is being actively farmed. Adjacent to the east of the reserve is a large, roughly 200-acre tract of Metro-owned natural area that is part of the Coffee Lake Wetlands complex.

The city's habitat protection program, combined with the limited development potential within the 100-year floodplain along the stream corridor, creates a buffer that can minimize the impacts future urbanization will have on regionally significant fish and wildlife habitat at the eastern edge of the reserve. The majority of the habitat area identified in the south-central portion of the reserve has been removed through agricultural activity and alteration of the stream corridor. Urbanization in this portion of the area will provide the opportunity to restore some of the habitat and stream corridor functions. It is expected that future urbanization can occur while avoiding the regionally significant habitat associated with Coffee Lake Creek and that urbanization can provide the opportunity for restoring some lost habitat.

The Grahams Ferry Urban Reserve is given a "high" score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Wilsonville Town Center is the is the closest 2040 Growth Concept designated center to the Grahams Ferry Urban Reserve, located approximately one mile away as the crow flies to the southeast on the opposite (eastern) side of I-5. The town center is approximately 100 acres in size and primarily serves Wilsonville. The town center is a short distance from the terminus of the WES Commuter Rail line and is indirectly linked to the reserve by a series of arterial roads. The Route 7 "Villebois Line" of SMART, the City of Wilsonville's bus service, provides service between the town center and the Villebois neighborhood south of the reserve.

The City of Wilsonville's Town Center Plan envisions a vibrant walkable destination that inspires people to come together and socialize, shop, live, and work. Metro's 2017 State of the Centers Atlas shows a higher-than-average jobs to housing ratio, but fewer people and dwellings per acre, compared with the other town centers in the region. The town center is considered in the atlas to have high access to parks.

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The Grahams Ferry Urban Reserve was identified by Wilsonville as a location for long-term future urbanization. The City's 2007 '20 Year Look' process identified the reserve primarily for future industrial uses, building on existing development within the Coffee Creek industrial area and taking advantage of planned infrastructure additions. The area could also provide some residential use if demand warrants. However, urbanization of the reserve is unlikely to contribute to the purpose and vision of the Wilsonville Town Center due to distance from the Town Center, its separation from the town center by I-5, its relatively small buildable area, and the reserve's potential industrial uses.

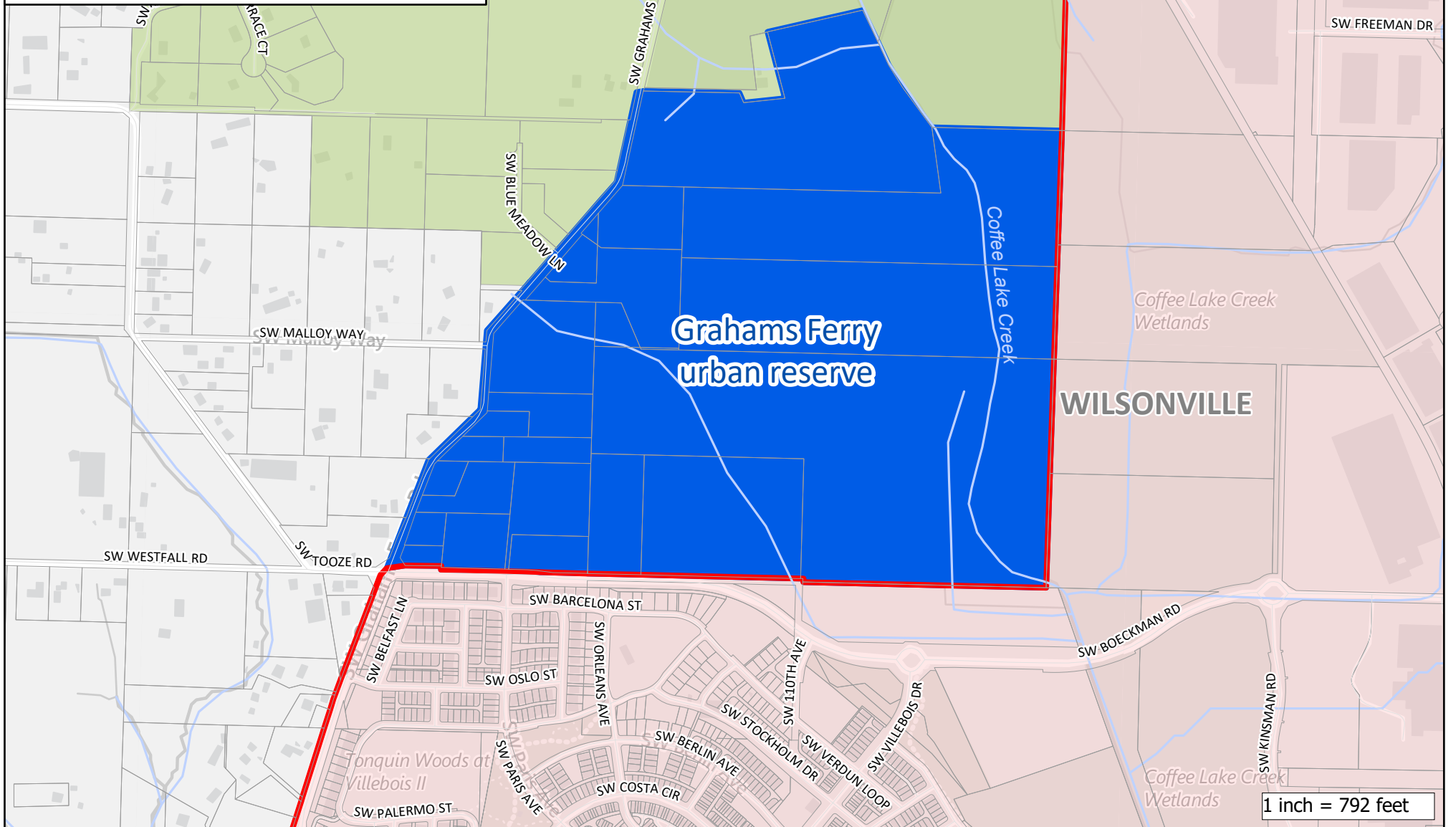
There is one 2040 Growth Concept designated corridor in Wilsonville that runs along SW Elligsen Road west of I-5 and then south along SW Parkway Avenue parallel to I-5 to the Wilsonville Town Center. The corridor is mostly built out with retail commercial or employment uses and some single-family and multi-family residential uses near the town center. Urbanization of the reserve is not expected to have a meaningful impact on new development of the corridor consistent with the corridor's purpose, given that the corridor is already mostly developed and the distance of the reserve from the corridor.

The Grahams Ferry Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis Grahams Ferry

- Inside the urban growth boundary
- Rural reserve
- Other urban reserves
- Stream routes

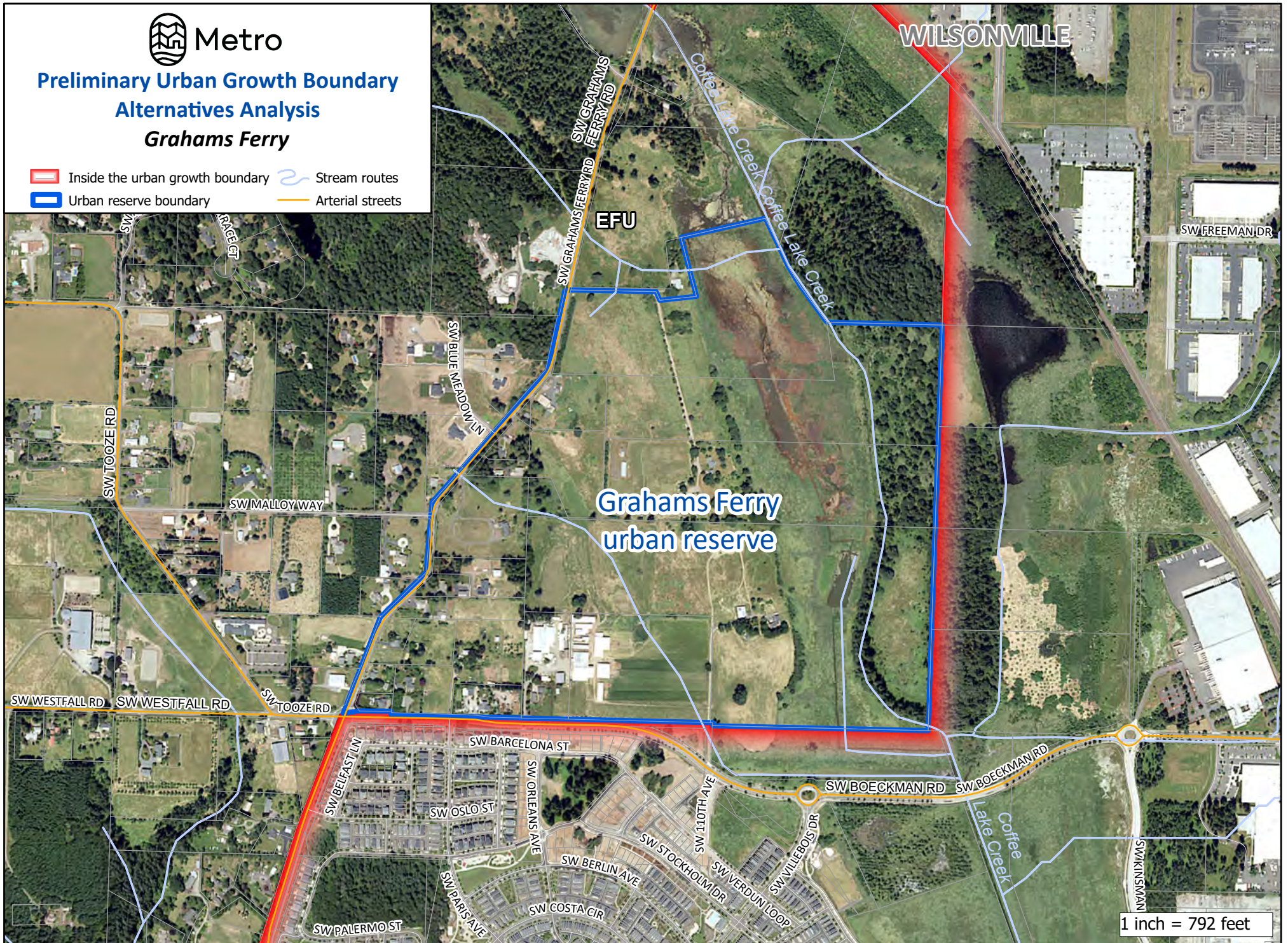


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**Preliminary Urban Growth Boundary
Alternatives Analysis
Grahams Ferry**

- ▬ Inside the urban growth boundary
- ▬ Urban reserve boundary
- ~ Stream routes
- ▬ Arterial streets



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GRESHAM EAST URBAN RESERVE

Total Reserve Area	857 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	799 acres
Gross Vacant Buildable Area	630 acres
Net Vacant Buildable Area	469 acres

The Gresham East Urban Reserve is a boot-shaped area adjacent to the east side of Gresham. The reserve is bounded by SE Lusted Road to the north, SE 302nd Avenue to the east, and the riparian areas of Johnson Creek to the south. The UGB is the reserve’s western boundary, while the remainder of the reserve is bordered by rural reserves. Gresham East Urban Reserve is bisected by SE Orient Drive, SE Dodge Park Boulevard, SE Powell Valley Road, and SE Chase Road. The reserve is primarily flat, with all slopes over 25 percent only located along three of the four drainages that flow generally westward through the area. About 45 acres of the reserve are owned by the Gresham-Barlow School District and occupied by Sam Barlow High School and associated uses (e.g., sports fields).

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The Middle and South Forks of Beaver Creek are located just north and east of the reserve and, along with their sloping riparian topography, would provide clear transitions between the urban development of the Gresham East Urban Reserve and the rural lands further to the north and northeast. There are rural residences along the north side of SE Lusted Road (the northern boundary of the reserve); however, there are also some slight changes in topography in this area that would help provide a small buffer between the reserve’s urbanization and these residences. Johnson Creek is located just south of the reserve. While Johnson Creek itself is not within a ravine per se, the stream corridor, combined with a hill south of SE Stone Road, would provide a clear transition area between the reserve’s urban development and adjacent rural lands to the south. There are no natural or built features to mark a transition between urban and rural lands east of SE 302nd Avenue other than the relatively narrow (25-foot-wide travel surface) road itself. Even assuming that SE 302nd Avenue is developed into an urban collector level road in the future, the at-grade roadway pavement would not provide a clear transition area between future urban and rural uses; additional buffers will need to be incorporated into the planning of the reserve to provide a clear transition from urban to rural uses along this east edge. Nonetheless, about half of the urban-rural edge has a natural feature that would provide a clear transition between urban and rural lands.

The Gresham East Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the 'Introduction and Methodology' section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Gresham East Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Gresham East Urban Reserve and the other 19 urban reserves are given a "high" score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Gresham, which is the expected governing body for the Gresham East Urban Reserve, once urbanized, has adopted a riparian habitat protection program that is compliant with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover about 60 acres of the reserve, with the majority (about 40 acres) being riparian wildlife habitat along the four main stream corridors that flow through the reserve. According to aerial imagery, a portion of the southernmost stream corridor runs through and adjacent to active agricultural operations and a segment of the stream may be channelized. Most of the regionally significant upland habitat occurs around the northernmost of the four stream corridors and partially within the school district property, factors which should limit new urban development from adversely impacting this habitat. Elsewhere, however, the proximity of habitat areas to flat, easily developable land in the reserve area could create a conflict between future urbanization and the protection of fish and wildlife habitat, depending mostly on needed north-south transportation connections through the middle of the reserve. Therefore, urbanization could occur with low to moderate avoidance of regionally significant fish and wildlife habitat, depending on future transportation connection needs.

The Gresham East Urban Reserve is given a "low-medium" score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Gresham Regional Center is the closest 2040 Growth Concept designated center to the Gresham East Urban Reserve. The regional center serves Gresham and a portion of eastern Multnomah County, and is the eastern terminus of the MAX Light Rail Blue Line. The regional center is approximately three miles to the reserve via Highway 26/SE Orient Drive and 2.6 miles away via SE Powell Valley Road/SE Lusted Road. There is no transit service through the reserve, but TriMet

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Route 84 connects the regional center to the western edge of the reserve at the intersection of SE 282nd Ave and SE Orient Drive.

The City of Gresham describes its “One Gresham” initiative as its economic, urban redevelopment, and social strategy to strengthen and link the City’s three commercial centers: its Historic Downtown, its Civic Neighborhood, and the Rockwood Town Center. The first two of those commercial centers are located within the regional center, while Rockwood Town Center is approximately five miles from the reserve.

The City’s vision for Historic Downtown is an old-fashioned main street with locally owned and operated businesses, public events, and year-round activities. It is intended to feature mixed-use housing, place-making amenities, entrepreneurial opportunities, and commercial, office, and entertainment spaces. The Civic Neighborhood includes Gresham Station, a shopping center with retail commercial, medical, and office tenants and housing. The vision for the Civic Neighborhood includes mixed-use housing, large office tenants, a community plaza and other place-making amenities, a grocery store, and entertainment venues. The vision for the Rockwood Town Center includes healthcare facilities, a marketplace for local vendors, and additional education, creative space on job training opportunities.

Metro’s 2017 State of the Centers Atlas showed the Gresham Regional Center with a slightly lower population, number of employees, and people per acre than the average of all regional centers, but a slightly higher number of dwelling units per acre.

Urbanization of Gresham East Urban Reserve is not expected to meaningfully contribute to the vision or purpose of the Gresham Regional Center, due to the distance between the two areas and the substantial amount of underdeveloped land inside the UGB that is in closer proximity to the regional center.

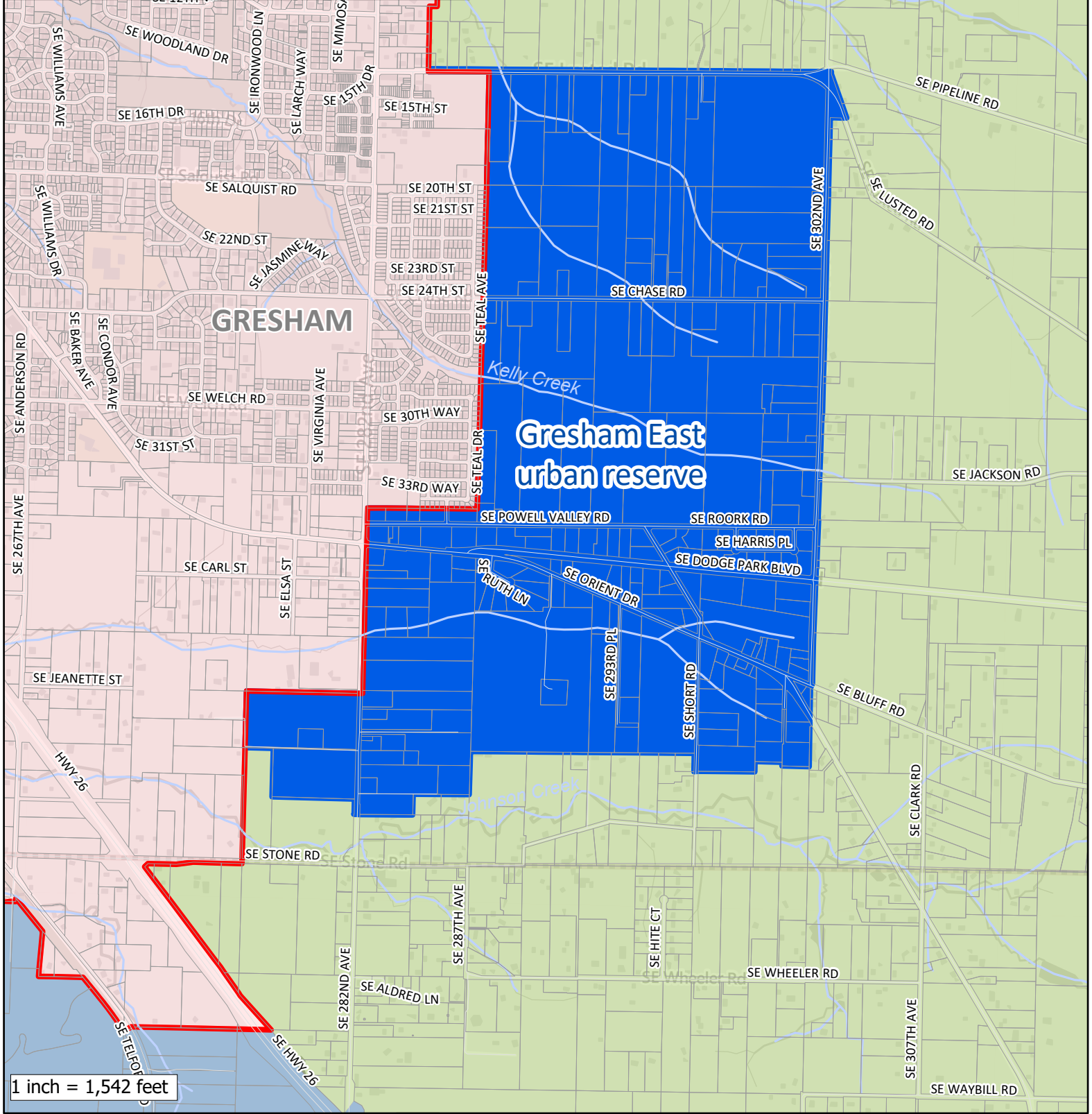
In addition to the regional center itself, there are two 2040 Growth Concept designated corridors that meet at the intersection of SE Burnside Road and E Powell Boulevard, southeast of the regional center. Both corridors are mostly built out with large and small auto-oriented uses (e.g., car dealerships, car rental services, auto parts stores), large-footprint commercial uses (e.g., grocery stores), fast food restaurants, strip malls, and other retail uses. This intersection is about two miles from the reserve. Given this distance, and the level and type of existing development along the corridors, it is unlikely urbanization of the reserve will meaningfully contribute to further development of the corridors consistent with their intended purposes.

The Gresham East Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis Gresham East

- Inside the urban growth boundary
- Rural reserve
- Stream routes
- Other urban reserves



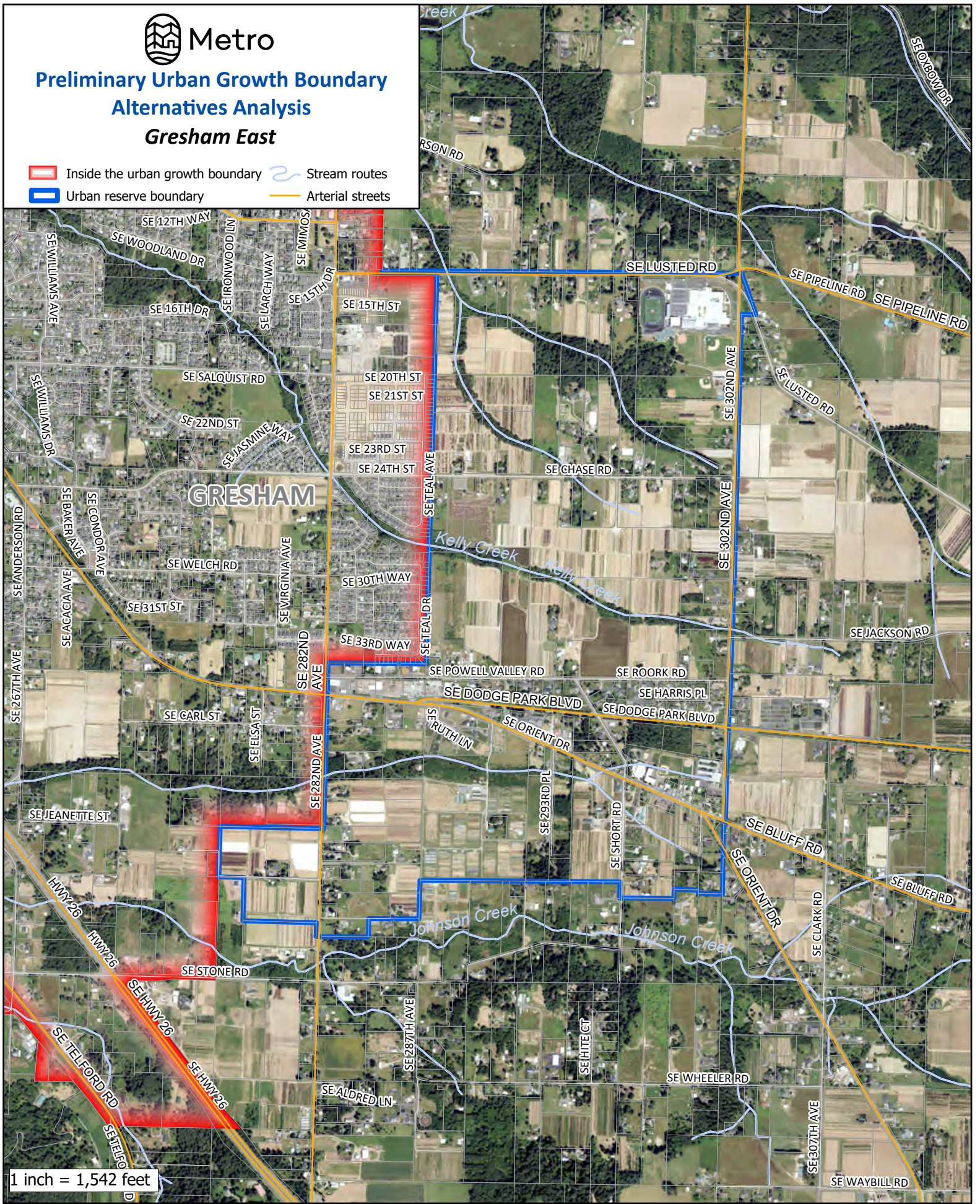
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Preliminary Urban Growth Boundary Alternatives Analysis Gresham East

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



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HENRICI URBAN RESERVE

Total Reserve Area	422 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	395 acres
Gross Vacant Buildable Area	301 acres
Net Vacant Buildable Area	224 acres

The Henrici Urban Reserve is a somewhat rectangularly shaped area adjacent to the southeast end of Oregon City. The reserve is bisected by S Henrici Road, S Beavercreek Road, and Highway 213, and its northern boundary is the UGB. The reserve is primarily flat, with the exception of its very western edge and its the northeast corner, areas which contain forested steep slopes above Beaver Creek and Thimble Creek, respectively. The reserve is nearly entirely contiguous, except for one 1.13-acre tax lot that is disconnected from the rest of the reserve and located west of Highway 213 near its intersection with Edgemont Drive.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The UGB is the northern boundary of the Henrici Urban Reserve. Beaver Creek is a natural feature that could mark a transition between future urban development in the reserve and rural lands along its western boundary. Headwaters of Thimble Creek and nearby steep slopes could also mark a transition between urban and rural lands at the northeast corner of the reserve. A small tributary to Beaver Creek and the nearby steep forested slopes provide a natural feature to mark the transition between urban and rural lands for a small portion of the southern edge of the reserve just west of S Beavercreek Road. East of S Beavercreek Road, there is no natural or built feature to provide a transition along the southern and eastern edge of the reserve. There also is no natural or built feature between Highway 213 and the small tributary to Beaver Creek to provide a buffer for a small pocket of rural land. Therefore, buffers will need to be included in the design and planning of urban development in these locations. Overall, there would be a natural feature transition area between urban and rural lands for just over half of the urban-rural edges of the reserve.

The Henrici Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Henrici Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Henrici Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Oregon City, which is the expected governing body for the Henrici Urban Reserve, once urbanized, has adopted a riparian habitat protection program that is compliant with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland habitat not already constrained by steep slopes or in public ownership cover about 32 acres of the reserve, with most of the riparian habitat occurring along tributaries to Beaver Creek and Caufield Creek. Additional riparian habitat is located along Thimble Creek that flows through the steeply sloped northeast corner of the reserve. There is upland wildlife habitat associated with Thimble Creek as well as the tributary to Beaver Creek near Highway 213.

The riparian and upland habitat associated with Thimble Creek is not considered susceptible to impacts from urbanization due to the large horizontal width of adjacent steep slopes. The riparian habitat associated with Caufield Creek and the small tributary to Beaver Creek that is near S Beavercreek Road, however, are likely susceptible to impacts from urbanization, although the location of the habitat near the edges of the reserve may lessen the potential for impacts. The tributary to Beaver Creek near S Henrici Road and Highway 213 is more susceptible to impacts related to urbanization given its location near the road intersection, but a portion of this habitat area is a stormwater detention facility. Generally, urbanization will be able to occur with a moderate to high level of avoidance of significant fish and wildlife habitat, depending on necessary improvements to S Henrici Road.

The Henrici Urban Reserve is given a “medium-high” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Oregon City Regional Center is the closest 2040 Growth Concept designated center to the Henrici Urban Reserve. The regional center serves Oregon City, Clackamas County, and some neighboring cities to the south. The regional center is approximately 3.5 miles from the reserve via Molalla Avenue and 7th Street, or about 4.5 miles via Highway 213. There is no transit service between the regional center and the reserve area, although there is transit service between the regional center and Clackamas Community College, which is just shy of a mile away.

The city's plans for the Oregon City Regional Center include mixed-use development on the vacant parcels in the northern section of the center, enhancements to the main street, and the creation of new open spaces that will provide direct connections to the river. The regional center is also home to Willamette Falls and the Willamette Falls Legacy Project, a public/private partnership working to

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connect the Falls to Downtown Oregon City through the development of housing, public spaces, habitat restoration, education, and employment opportunities. Metro's 2017 State of the Centers Atlas showed less than 400 people living in the regional center, as well as a low population density (5.2 people per acre), low total employees, and low dwelling unit density compared with other regional centers; in fact, the average population of all regional centers in 2017 was more than 6,000 people and the average population density was 22.8 people per acre. The city's vision to attract more housing and employees to the regional center will elevate it to the activity spectrum levels comparable to other regional centers in the region.





The Henrici Urban Reserve is too small and too disconnected from the Oregon City Regional Center to meaningfully increase the center's level of activity. Therefore, urbanization of the reserve is not considered to be a future contributor to the vision or the purpose of the regional center.

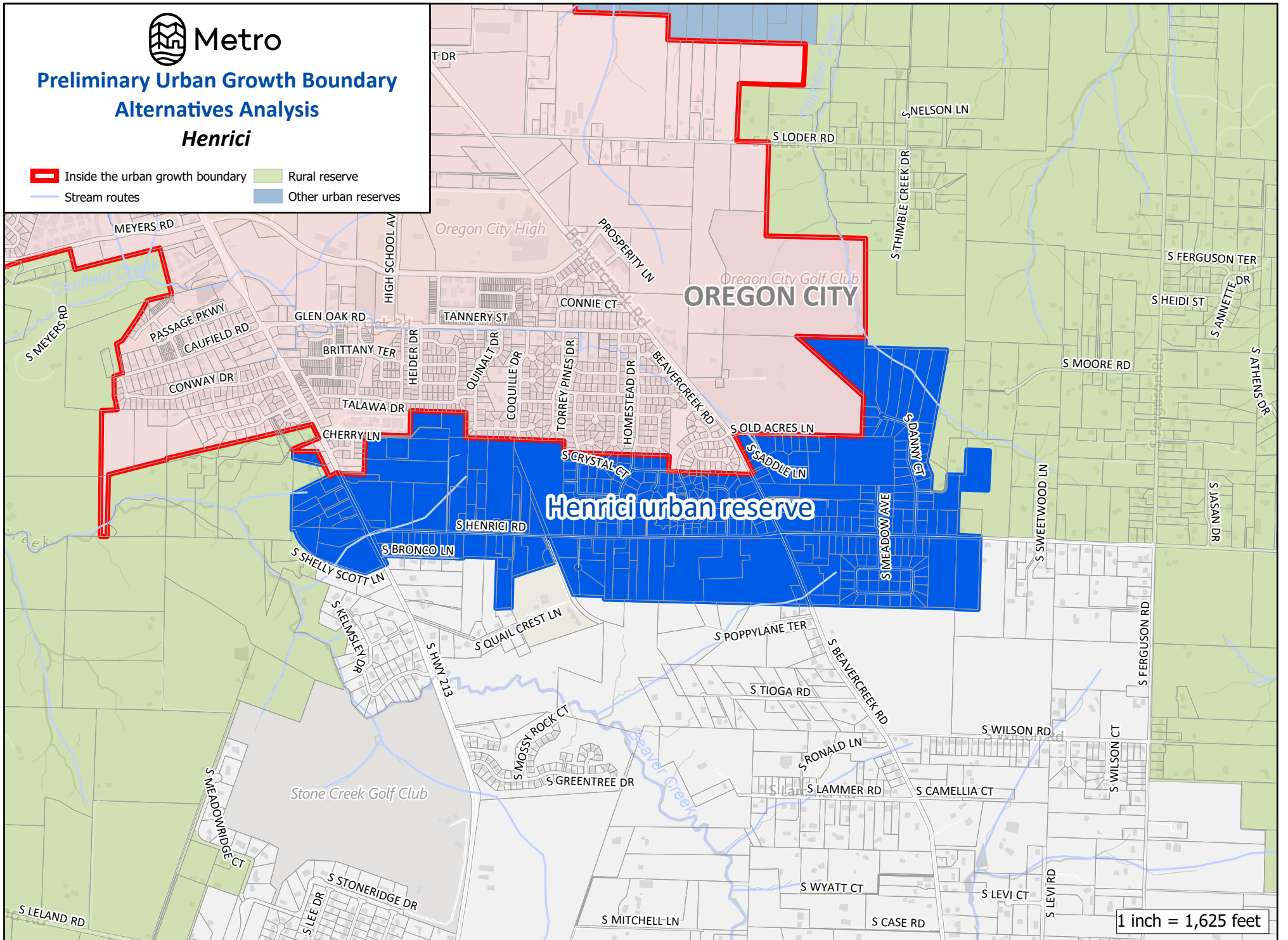
In addition to the regional center itself, there is a 2040 Growth Concept designated corridor that connects the regional center in the north to Clackamas Community College in the south, running along 7th Street and Molalla Avenue. However, the corridor is already mostly built out with a mixture of low density residential development, small commercial businesses, and larger retail commercial uses. The corridor is less than a mile away from the western end of reserve, but not connected to it with existing transit. Because of the level of existing development along the corridor, the relatively small size of the reserve, and the lack of transit between the two areas, urbanization of the reserve is not expected to have a significant impact on additional corridor development.

The Henrici Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis Henrici

-  Inside the urban growth boundary
-  Rural reserve
-  Stream routes
-  Other urban reserves



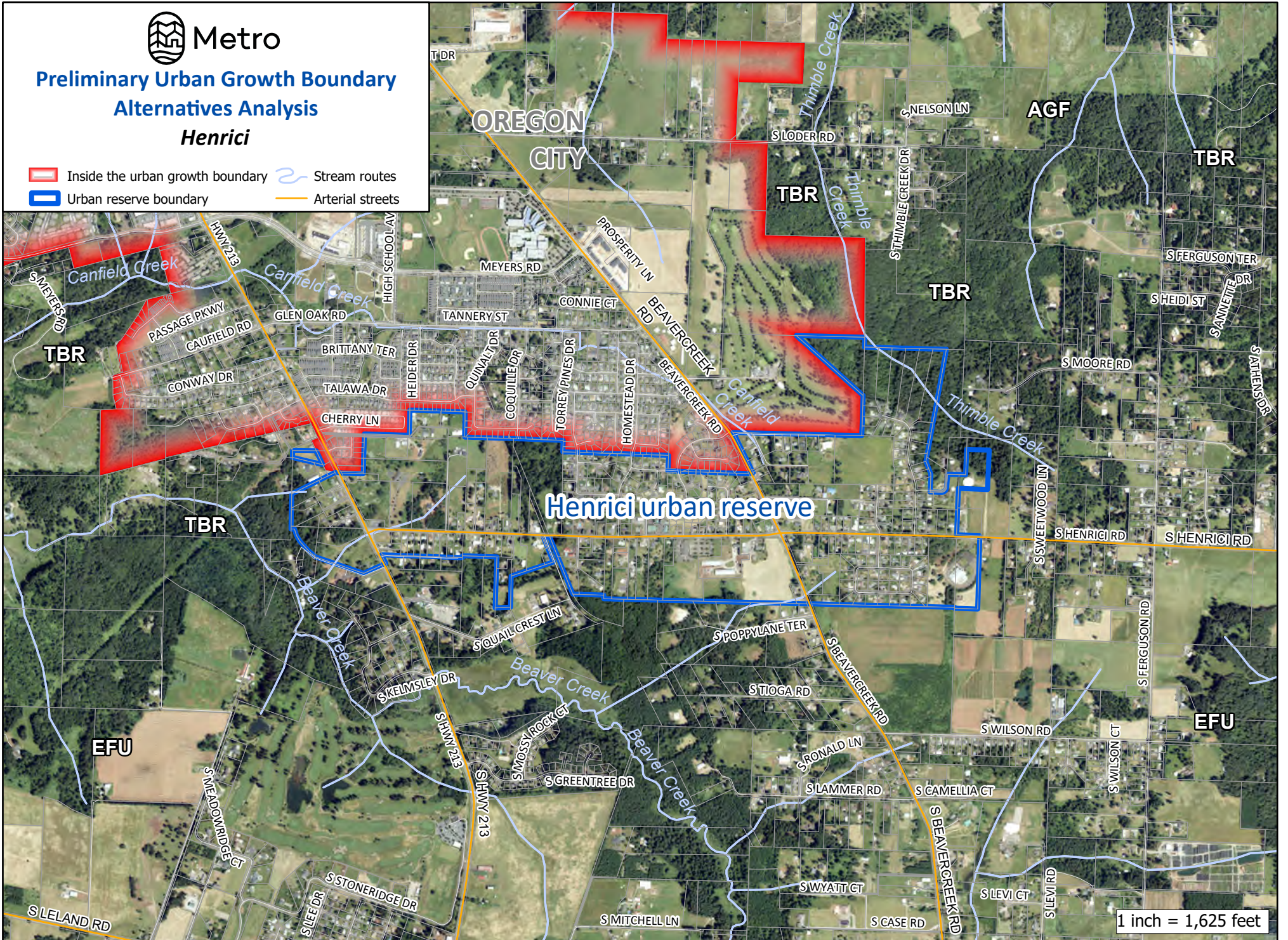
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Preliminary Urban Growth Boundary Alternatives Analysis Henrici

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



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HOLCOMB URBAN RESERVE

Total Reserve Area	321 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	314 acres
Gross Vacant Buildable Area	215 acres
Net Vacant Buildable Area	160 acres

The Holcomb Urban Reserve is an irregularly shaped area adjacent to the east side of Oregon City. Its northern end is bisected by S Holcomb Boulevard. The northern end is also served by S Stoltz Road and S Hilltop Road, while its southern end is connected to S Kraeft Road. The reserve has a mix of forested tax lots, very minor agricultural activities, and rural residential development. The area north of S Holcomb Boulevard is generally flat and represents the high point, with the remainder dropping by about 350 feet in elevation from S Holcomb Boulevard down to the southern edge of the reserve. A tributary of Holcomb Creek flows south through the lower portion of the reserve, joining the creek south of S Redland Road.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The UGB is the western boundary of the Holcomb Urban Reserve. There are no natural or built features to mark a clear transition between urban and rural lands to the north, or along the northern portion of the eastern edge of the reserve; additional buffers will, therefore, need to be incorporated into the planning and design of the reserve’s urban development in order to provide a clear transition from urban to rural uses in these locations. However, steep slopes and Holcomb Creek are natural features that could mark the transition between urban and rural lands for the remainder of the eastern edge and the southern edge of the reserve. Approximately half of the urban-rural edge of the reserve has a natural feature that would provide a clear transition between urban and rural lands.

The Holcomb Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Holcomb Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Holcomb Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Oregon City, which is the expected governing body for the Holcomb Urban Reserve, once urbanized, has adopted a riparian habitat protection program that is compliant with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership cover about 71 acres of Holcomb Urban Reserve, with the vast majority of the riparian habitat associated with a tributary to Holcomb Creek that flows south through the reserve's lower portion. There is a significant amount of upland habitat associated with this stream corridor that stretches across the reserve. There are also a few pockets of upland habitat north of S Holcomb Boulevard, although most of those habitats appear to be in agricultural use.

A large portion of the significant riparian and upland habitat occurs on steep slopes, which will provide additional protection for the habitat areas. However, there is riparian and upland habitat that is susceptible to impacts, especially the habitat areas south of S Edenwild Lane and along the eastern edge of the reserve. The amount of impact will depend on needed east-west and north-south road connections and on the level of development that occurs along the eastern edge of the reserve. Overall, urbanization could occur with moderate avoidance of significant riparian and upland wildlife habitat, depending on necessary road connections and intensity of development along the eastern edge of the reserve.

The Holcomb Urban Reserve is given a "medium" score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Oregon City Regional Center is the closest 2040 Growth Concept designated center to the Holcomb Urban Reserve. The regional center serves Oregon City, Clackamas County, and some neighboring cities to the south. The regional center is approximately two miles from the reserve via S Holcomb Boulevard. There is no transit service between the regional center all the way to the reserve, although TriMet Stop 1541 on Route 154 is about three quarters of a mile away up S Holcomb Boulevard.

The city's plans for the Oregon City Regional Center include mixed-use development on the vacant parcels in the northern section of the center, enhancements to the main street, and the creation of new open spaces that will provide direct connections to the river. The regional center is also home to Willamette Falls and the Willamette Falls Legacy Project, a public/private partnership working to connect the Falls to Downtown Oregon City through the development of housing, public spaces, habitat restoration, education, and employment opportunities. Metro's 2017 State of the Centers Atlas showed less than 400 people living in the regional center, as well as a low population density (5.2 people per acre), low total employees, and low dwelling unit density compared with other regional centers; in fact, the average population of all regional centers in 2017 was more than 6,000 people and the average population density was 22.8 people per acre. The city's vision to attract

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more housing and employees to the regional center will elevate it to the activity spectrum levels comparable to other regional centers in the region.

The Holcomb Urban Reserve is too small and, without direct transit service, too disconnected from the Oregon City Regional Center to meaningfully increase the center's level of activity. Therefore, urbanization of the reserve is not considered to be a future contributor to the vision or the purpose of the regional center.

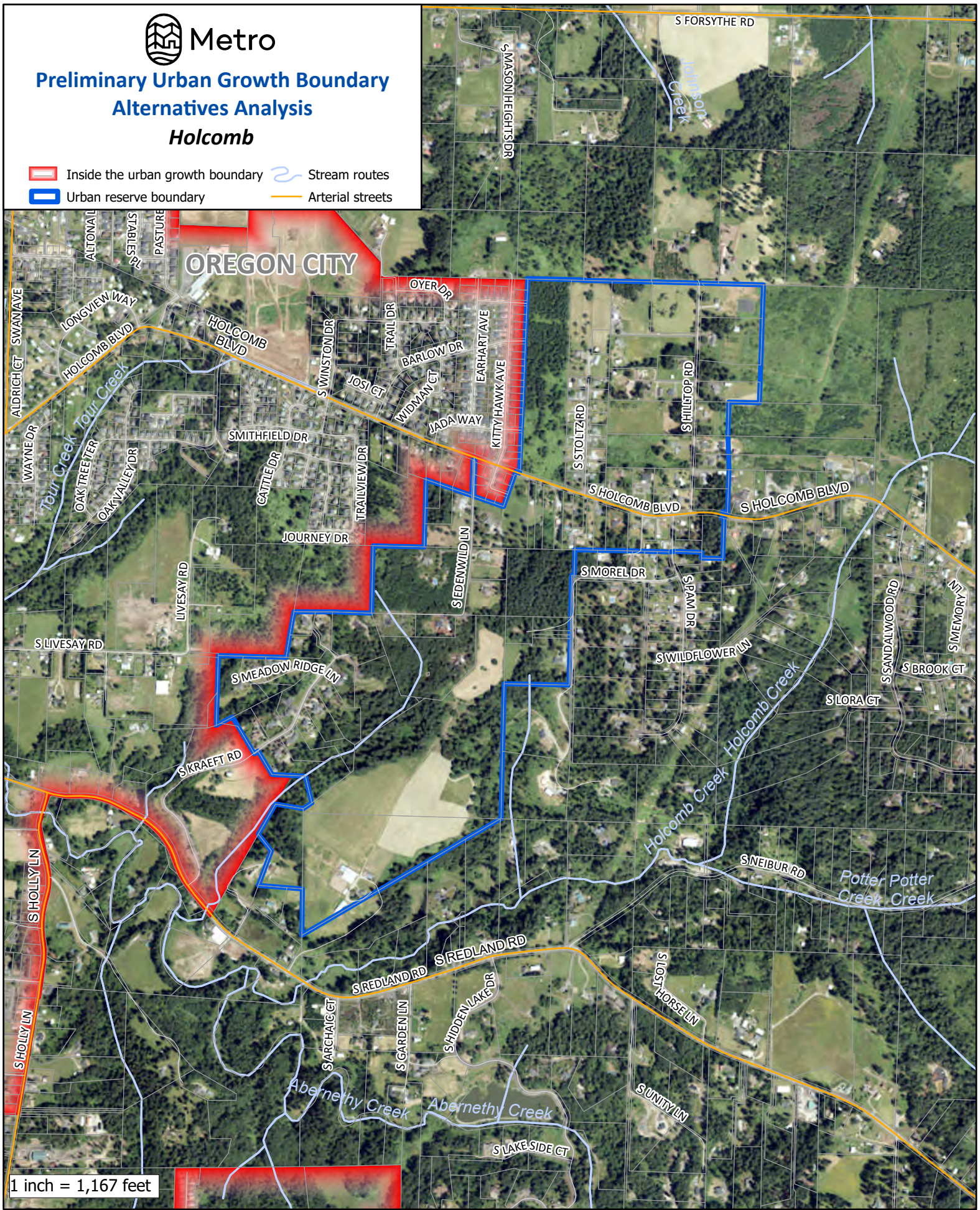
In addition to the regional center itself, there is a 2040 Growth Concept designated corridor that connects the regional center in the north to Clackamas Community College in the south, running along 7th Street and Molalla Avenue. However, the corridor is already mostly built out with a mixture of low density residential development, small commercial businesses, and larger retail commercial uses. The corridor is also over three miles away from the reserve via a series of local streets. Because of the level of existing development along the corridor, the relatively small size of the reserve, and the lack of transit between the two areas, urbanization of the reserve is not expected to have a significant impact on additional corridor development.

The Holcomb Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis Holcomb

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



1 inch = 1,167 feet

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HOLLY LANE – NEWELL CREEK CANYON URBAN RESERVE

Total Reserve Area	695 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	591 acres
Gross Vacant Buildable Area	175 acres
Net Vacant Buildable Area	131 acres

The Holly Lane – Newell Creek Canyon Urban Reserve is an irregularly shaped area adjacent to the east side of Oregon City. The reserve straddles Highway 213 between S Redland Road to its north and S Maplelane Road to its south. The reserve’s eastern side is also largely bisected by S Holly Lane; its western side is connected to S Davis Road, S Morton Road, and unimproved right-of-way leading to S Division Street. The reserve is almost entirely surrounded by land inside the UGB, with only an approximately 370-yard border with a rural reserve and a 330-yard border with rural exception lands in its northeast corner.

The reserve is largely a mix of publicly owned forested tax lots along Highway 213 and private rural residences along S Holly Lane. Newell Creek flows northward through the reserve on both sides of Highway 213, joining Abernethy Creek at the reserve’s northern boundary.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The Holly Lane – Newell Creek Canyon Urban Reserve is essentially surrounded by the UGB, except for a small segment of rural land south of S Redland Road where steep slopes and Abernethy Creek would mark a transition between urban and rural lands.

The Holly Lane – Newell Creek Canyon Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Holly Lane – Newell Creek Canyon Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Holly Lane – Newell Creek Canyon Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Oregon City, which is the expected governing body for the Holly Lane – Newell Creek Canyon Urban Reserve, once urbanized, has adopted a riparian habitat protection program that is compliant with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership cover about 75 acres of the reserve, with most of the habitat being upland habitat associated with a tributary to Abernethy Creek that flows along the eastern edge of the reserve. Additional riparian and upland habitat is located along tributaries to Newell Creek in the area south of S Division Street. Most of this habitat is within a steeply sloped forested area. Metro owns over 200 acres of open space that includes Newell Creek; therefore, it is assumed that urbanization can occur while largely avoiding regionally significant riparian and upland habitat.

The Holly Lane – Newell Creek Canyon Urban Reserve is given a “high” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Oregon City Regional Center is the closest 2040 Growth Concept designated center to the Holly Lane – Newell Creek Canyon Urban Reserve. The regional center serves Oregon City, Clackamas County and some neighboring cities to the south. The reserve is only about a quarter mile from the regional center at its closest point, via S 18th St, Anchor Way, and S Redland Road, but the primary road connection between the reserve’s western side and the regional center would be further away via S Davis Road. The eastern side of the reserve is about 1.5 miles from the regional center via S Holly Lane and S Redland Road. TriMet Route 32 stops at the intersection of S Division Street and S Selma St, connecting the far west of the reserve to the regional center less than a mile away. There is also transit service along S Beaver Creek Road, including to Highway 213, just over a half-mile from the southern edge of the reserve, as well as transit service along Abernethy Road and its intersection with S Redland Road, about 1.5 miles from the northern boundary of the reserve. There is no readily accessible transit service to the reserve east of Highway 213.

The city's plans for the Oregon City Regional Center include mixed-use development on the vacant parcels in the northern section of the center, enhancements to the main street, and the creation of new open spaces that will provide direct connections to the river. The regional center is also home to Willamette Falls and the Willamette Falls Legacy Project, a public/private partnership working to connect the Falls to Downtown Oregon City through the development of housing, public spaces, habitat restoration, education, and employment opportunities. Metro’s 2017 State of the Centers Atlas showed less than 400 people living in the regional center, as well as a low population density (5.2 people per acre), low total employees, and low dwelling unit density compared with other regional centers; in fact, the average population of all regional centers in 2017 was more than 6,000 people and the average population density was 22.8 people per acre. The city’s vision to attract

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more housing and employees to the regional center will elevate it to the activity spectrum levels comparable to other regional centers in the region.

The developable, privately-owned portions of the Holly Lane – Newell Creek Canyon Urban Reserve are too small and isolated from the regional center to meaningfully increase the center’s level of activity. Therefore, urbanization of the reserve is not considered to be a future contributor to the vision or the purpose of the regional center.

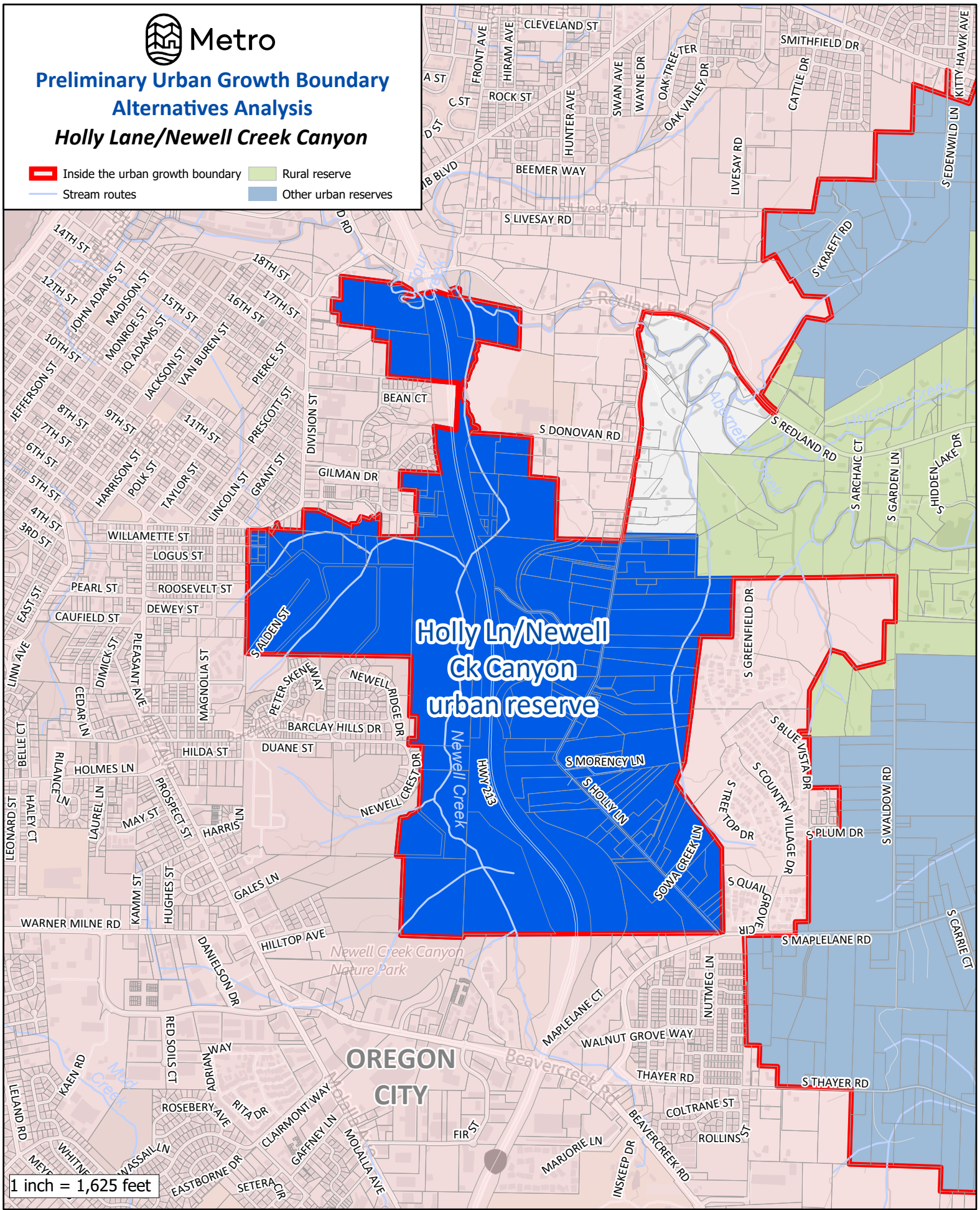
In addition to the regional center itself, there is a 2040 Growth Concept designated corridor that connects the regional center in the north to Clackamas Community College in the south, running along 7th Street and Molalla Avenue. However, the corridor is already mostly built out with a mixture of low density residential development, small commercial businesses, and larger retail commercial uses. The corridor is also about a mile and half away from the reserve via Maplelane and Beaver Creek Roads. Because of the level of existing development along the corridor, the relatively small size of the buildable portions of the reserve, and the limited transit between the two areas, urbanization of the reserve is not expected to have a significant impact on additional corridor development.

The Holly Lane – Newell Creek Canyon Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.



**Preliminary Urban Growth Boundary
Alternatives Analysis
Holly Lane/Newell Creek Canyon**

- Inside the urban growth boundary
- Rural reserve
- Other urban reserves
- Stream routes



**Holly Ln/Newell
Ck Canyon
urban reserve**

**OREGON
CITY**

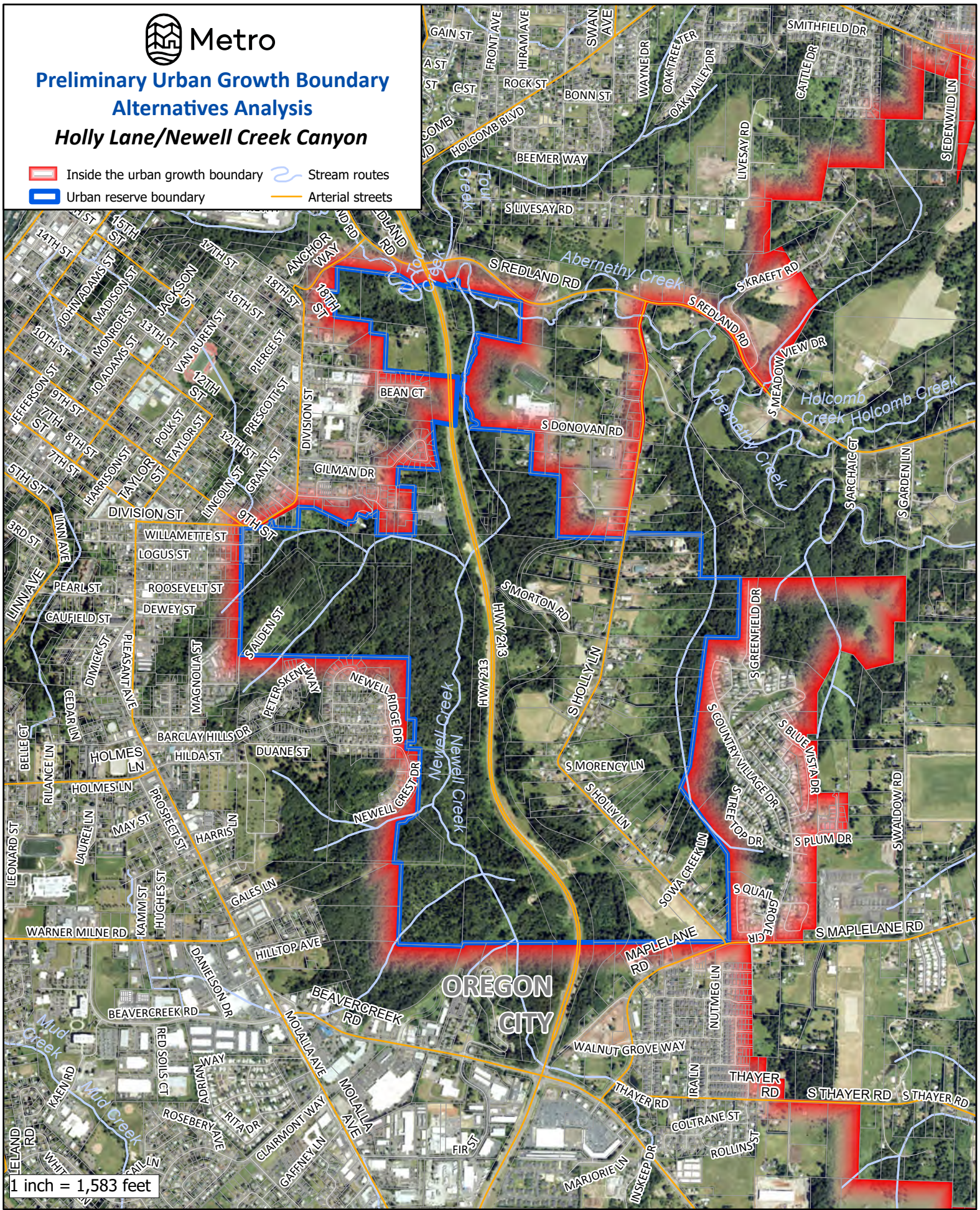
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Preliminary Urban Growth Boundary Alternatives Analysis Holly Lane/Newell Creek Canyon

- ▬ Inside the urban growth boundary
- ▬ Urban reserve boundary
- Stream routes
- Arterial streets



1 inch = 1,583 feet

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I-5 EAST – WASHINGTON COUNTY URBAN RESERVE

Total Reserve Area	851 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	740 acres
Gross Vacant Buildable Area	500 acres
Net Vacant Buildable Area	372 acres

The I-5 East – Washington County Urban Reserve is a somewhat rectangularly shaped area on the east side of I-5, south of I-205, north of SW Frobase Road, and west of SW 65th Avenue. The UGB, which more or less follows I-5 and I-205, forms the western and northern boundaries of the reserve, while the Norwood Urban Reserve and the Elligsen Road North Urban reserve bound it to the east and south, respectively. Saum Creek flows north through the center of the reserve and several tributaries join the creek prior to it crossing under I-205. The south end of the reserve is approximately 270 feet higher than its north end and there are numerous slopes greater than 10 percent throughout the reserve, primarily along Saum Creek and its tributaries. Access to the area is provided by SW Frobase Road, SW Norwood Road, SW 65th Avenue, and SW 82nd Avenue.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

SW Frobase Road and SW 65th Avenue would provide the edges between urban and rural land to the south and east. Even assuming these two roads develop as a collector and arterial roadway, respectively, in the future, the roads themselves will not provide a clear transition area between future urban and rural uses. Additional buffers will need to be incorporated into the design and planning of the reserve’s urban development. The rural lands east of SW 65th Avenue and to the south of SW Frobase Road are included in the Norwood and Elligsen Road North Urban Reserve and may themselves be included in the UGB at some point. Therefore, any buffers that are incorporated into the design and planning for the reserve should consider the potential for making urban form connections in these locations. For the most part, there are no natural or built features along the urban-rural edge of the I-5 East – Washington County Urban Reserve that would mark a clear transition between urban and rural lands (i.e, between it and the other adjacent urban reserves).

The I-5 East – Washington County Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an

urban reserve means, by definition, that farmland within the I-5 East – Washington County Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The I-5 East – Washington County Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Tualatin, which is the expected governing body for the I-5 East – Washington County Urban Reserve when it is eventually urbanized, has adopted riparian habitat protection measures that, as part of the Tualatin Basin Natural Resource Coordinating Committee’s protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership cover about 175 acres of the reserve, largely focused on Saum Creek and its numerous tributaries. Saum Creek flows north through the middle of the reserve and there are large blocks of associated upland wildlife habitat along and between the stream corridors. There are also some large steeply sloped areas adjacent to some of the stream corridor segments that will provide additional protection to the habitat areas from future urban development. A portion of the riparian habitat in the south of the reserve is already impacted by active agricultural activities and urbanization would provide the opportunity to restore the riparian corridor in these locations. However, the riparian habitat, particularly in the north of the reserve, is susceptible to impacts from future stream crossings that may be necessary to provide transportation connectivity. Urbanization poses a higher risk to the upland habitat, which occurs generally on gentler slopes between the stream corridors. Overall, providing connections between new urban development in the reserve would likely necessitate impacting regionally significant fish and wildlife habitat.

The I-5 East – Washington County Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Tualatin Town Center is the closest 2040 Growth Concept designated center to the I-5 East – Washington County Urban Reserve. It is more than 300 acres in area, and primarily serves the surrounding residential and commercial areas in the City of Tualatin. The reserve is approximately 1.5 miles from the Tualatin Town Center via either SW 65th Avenue and SW Sagert Street or via SW Nyberg Street, although I-5 and I-205 present significant visual and connectivity barriers between the reserve and town center. There is no TriMet service connecting the town center and the reserve area directly, but Route 76 from the town center stops at SW 65th Avenue and SW Sagert Street, about a quarter mile north of the reserve on the other side of I-205.

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The city's Tualatin Town Center Plan envisions a mixed-use live, work, and play center that integrates natural resources, like the Tualatin River, with civic, social, economic, and cultural functions in a walkable community. Metro's 2017 State of the Centers Atlas shows that the Tualatin Town Center has a low number of dwelling units per acre and a much higher total number of employees compared with other town centers in the region. The town center has a very high "access to parks" score in the atlas, due in part to the numerous open space/natural areas and the Tualatin Community Park along the Tualatin River nearby.

However, urbanization of the I-5 East – Washington County Urban Reserve is not expected to contribute to the vision or purpose of the Tualatin Town Center, given the how disconnected the reserve is from the town center by I-5 and I-205 and the lack of direct transit service. Indeed, urbanization of the reserve could draw residential development *away from* the center by creating a large market for a range of housing units.

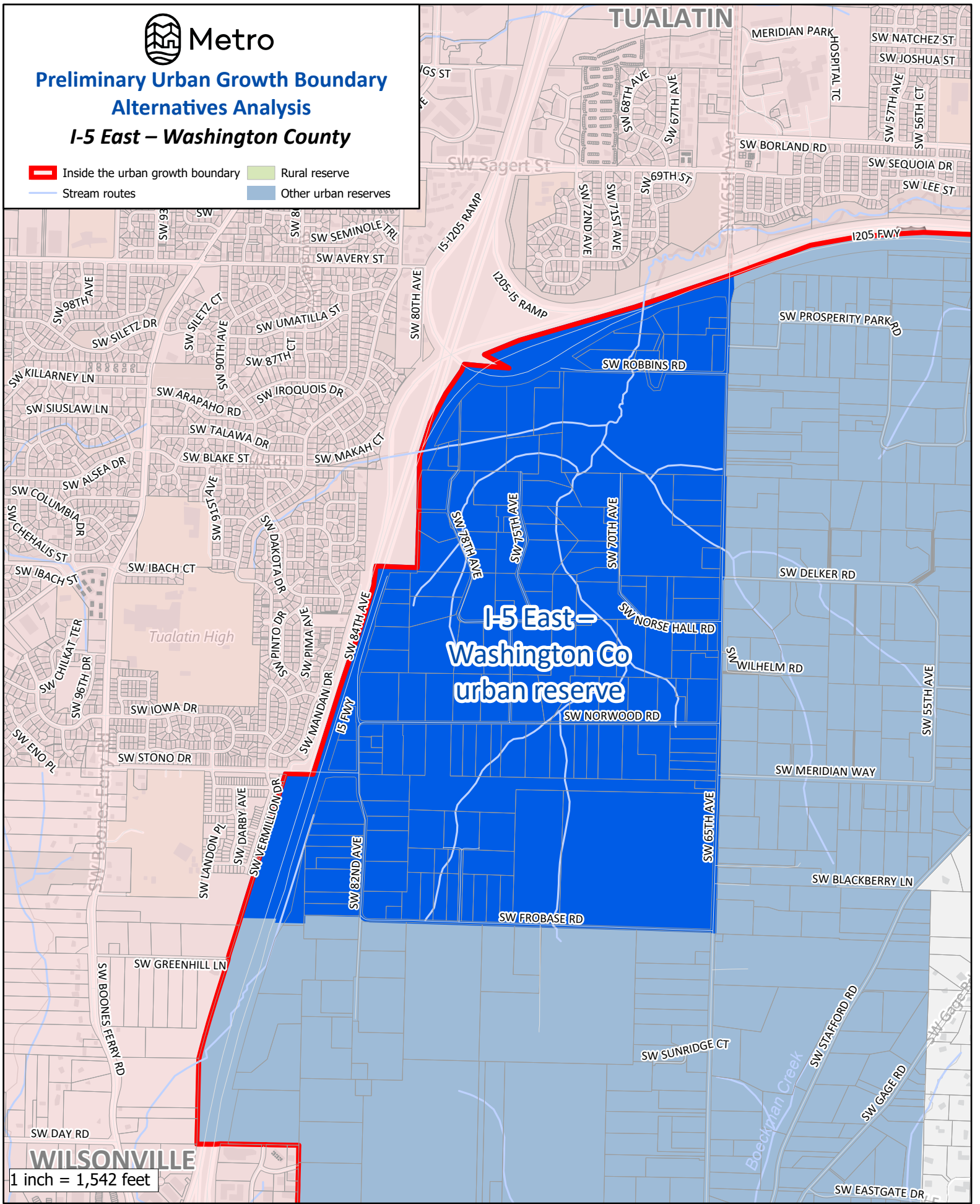
The closest 2040 Growth Concept designated corridor to the reserve is along SW Boones Ferry Road just north of Wilsonville. The corridor crosses I-5 and extends south along SW Parkway Avenue to the Wilsonville Town Center. The nearest portion of the corridor to the reserve, just over 1.5 miles away, is developed with auto-oriented commercial uses, large-scale retail, and lodging typical of development near highway interchanges. Urbanization of the reserve is not expected to contribute to new development of the corridor consistent with the corridor's purpose, due to the distance between the two areas and the amount of existing uses that serve a larger geographic area and the travelling public.

The I-5 East – Washington County Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



**Preliminary Urban Growth Boundary
Alternatives Analysis
I-5 East – Washington County**

- Inside the urban growth boundary
- Rural reserve
- Other urban reserves
- Stream routes



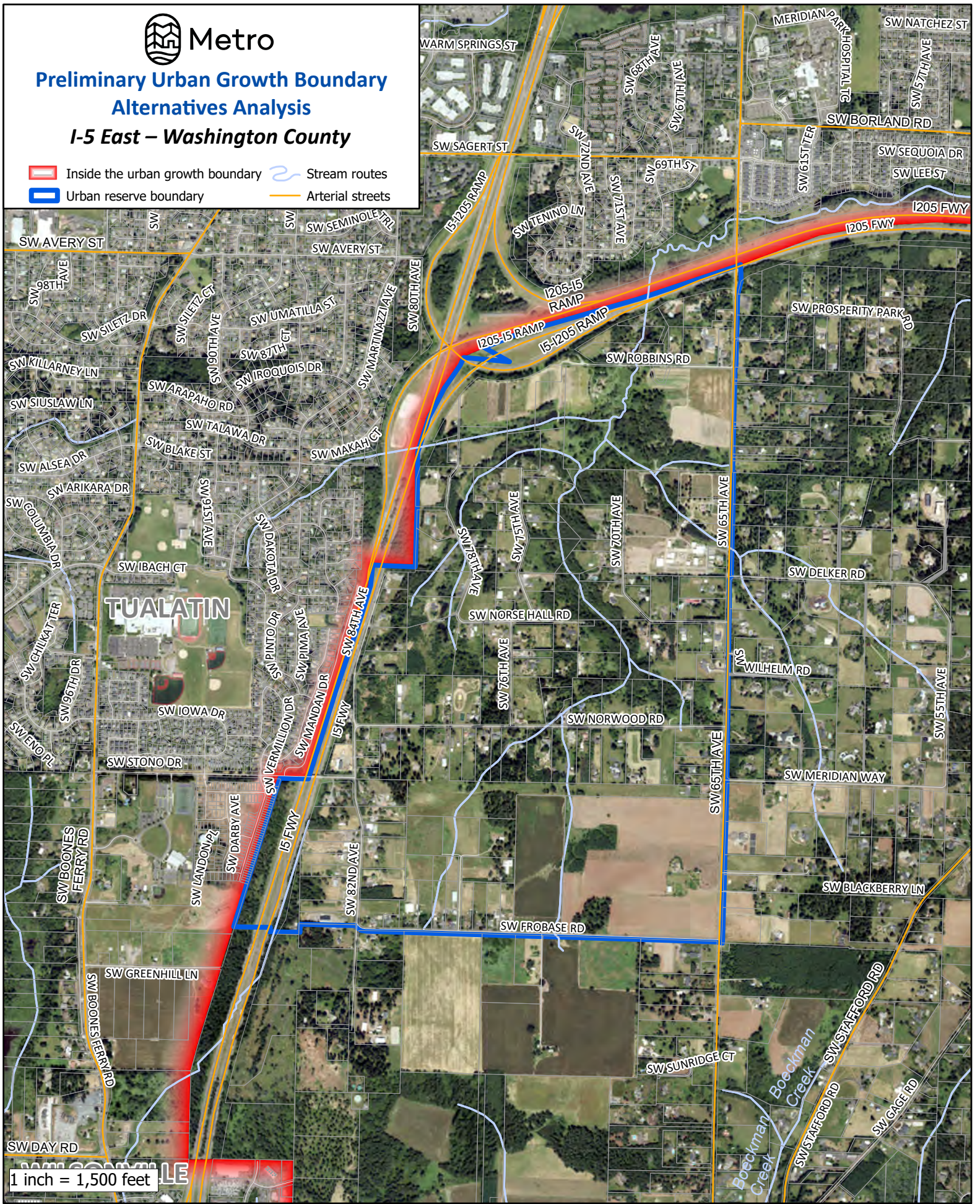
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Preliminary Urban Growth Boundary Alternatives Analysis

I-5 East – Washington County

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



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MAPLELANE URBAN RESERVE

Total Reserve Area	569 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	556 acres
Gross Vacant Buildable Area	341 acres
Net Vacant Buildable Area	254 acres

The Maplelane Urban Reserve is an irregularly shaped area adjacent to the east side of Oregon City. The reserve is roughly divided between north and south by S Maplelane Road. In addition to S Maplelane Road, the reserve is connected to S Waldow Road and S Thayer Road. The UGB forms the reserve’s western and southern boundaries. The reserve is primarily flat, with the exception of some small areas of steep slopes along the stream corridors and within the forested northeastern corner of the reserve. Abernethy Creek flows northward, just outside of the reserve to the east. A tributary to Abernathy Creek flows eastward through the northern portion of the reserve, and three tributaries to Thimble Creek flow eastward through the southern portion.

Oregon City School District owns a 57-acre tax lot in the northern portion of the reserve. Portland General Electric (PGE) and the federal government also together own about 50 acres of land in the reserve, including tax lots occupied by electrical substations and large powerlines.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

Abernethy Creek and a small portion of Thimble Creek, along with extensive steep forested slopes, some of which are within the Maplelane Urban Reserve itself, provide natural features that would mark a clear transition between urban and rural lands to the east. Steep forested slopes would provide a clear transition between urban and rural lands to the north. Overall, there are natural features that would provide a clear transition between urban and rural lands for the entire urban-rural edge of the reserve.

The Maplelane Urban Reserve is given a “high” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Maplelane Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Maplelane Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Oregon City, which is the expected governing body for the Maplelane Urban Reserve, once urbanized, has adopted a riparian habitat protection program that is compliant with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership cover approximately 88 acres of the reserve. The riparian habitat occurs along an unnamed tributary to Abernethy Creek that flows through the northern portion of the reserve, and along the three tributaries to Thimble Creek that flow through the southern portion. One of the tributaries to Thimble Creek flows along S Thayer Road. The upland habitat extends out of the riparian areas and along the steep slopes of the eastern edge of the reserve. There is a sizeable amount (about 20 acres) of upland habitat on the Oregon City School District property.

The significant riparian habitat that is along S Thayer Road is susceptible to impacts related to future improvement of S Thayer Road to urban standards. The significant habitat adjacent to the steep slopes and PGE/publicly-owned land is less susceptible to impacts from urbanization, as these areas are not likely to be developed with urban residential or employment uses. Urbanization can occur with low to moderate avoidance of the regionally significant fish and wildlife habitat depending on the level of impacts related to road improvements on S Thayer Road and other necessary road connections.

The Maplelane Urban Reserve is given a “low-medium” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Oregon City Regional Center is the closest 2040 Growth Concept designated center to the Maplelane Urban Reserve. The regional center serves Oregon City, Clackamas County and some neighboring cities to the south. The regional center is about three miles from the reserve via S Maplelane Road and Highway 213. TriMet Route 32 runs from the regional center to Clackamas Community College, approximately two-thirds of a mile from the reserve, but there is no transit service directly to the reserve.

The city's plans for the Oregon City Regional Center include mixed-use development on the vacant parcels in the northern section of the center, enhancements to the main street, and the creation of new open spaces that will provide direct connections to the river. The regional center is also home to Willamette Falls and the Willamette Falls Legacy Project, a public/private partnership working to connect the Falls to Downtown Oregon City through the development of housing, public spaces, habitat restoration, education, and employment opportunities. Metro's 2017 State of the Centers Atlas showed less than 400 people living in the regional center, as well as a low population density (5.2 people per acre), low total employees, and low dwelling unit density compared with other

Appendix 7A to Draft 2024 Urban Growth Report

regional centers; in fact, the average population of all regional centers in 2017 was more than 6,000 people and the average population density was 22.8 people per acre. The city's vision to attract more housing and employees to the regional center will elevate it to the activity spectrum levels comparable to other regional centers in the region.

The reserve is too isolated from the regional center to meaningfully increase the center's level of activity. Therefore, urbanization of the reserve is not considered to be a future contributor to the vision or the purpose of the regional center.

In addition to the regional center itself, there is a 2040 Growth Concept designated corridor that connects the regional center in the north to Clackamas Community College in the south, running along 7th Street and Molalla Avenue. However, the corridor is already mostly built out with a mixture of low density residential development, small commercial businesses, and larger retail commercial uses. The corridor is also about a mile and half from the nearest portion of the reserve. Because of the level of existing development along the corridor and the distance from the corridor to the reserve, urbanization of the reserve is not expected to have a significant impact on additional corridor development.

The Maplelane Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.

ROSA URBAN RESERVE

Total Reserve Area	789 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	769 acres
Gross Vacant Buildable Area	288 acres
Net Vacant Buildable Area	210 acres

The Rosa Urban Reserve, which is the remainder of the former “South Urban Reserve” after a portion was added to the UGB in 2018, is on the south side of Hillsboro, north of SW Rosedale Road between SW River Road and SW 229th Avenue. It is adjacent to the UGB on its east and north, while rural reserve land is to the south and west. The reserve is relatively flat with some minor slopes near its stream corridors. Access is provided by SW Rosedale Road, SW River Road, and SW 229th Avenue. SW Rosa Road bisects the southern portion of the reserve in an east-west direction.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The UGB forms the eastern, northern, and a small portion of the western boundaries of the Rosa Urban Reserve; the Tualatin River and the Meriwether National Golf Club would provide a natural and built feature transition zone between urban land and rural lands for the remainder of the western edge. There are no natural or built features that mark a clear transition between the reserve and the rural lands to the south of SW Rosedale Road. Even assuming SW Rosedale Road develops as a collector in the future, the road itself will not provide a clear transition area between urban and rural uses. Additional buffers will need to be incorporated into the planning and design of urban development along the southern edge. Overall, there is a built and/or natural feature that would provide a clear transition area between urban and rural lands for over half of the reserve’s urban-rural edge.

The Rosa Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Rosa Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Rosa Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Hillsboro, which is the expected governing body for the Rosa Urban Reserve, once urbanized, has adopted riparian habitat protection measures that, as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover about 142 acres of land in the reserve, mainly focused on Butternut Creek and a small tributary to the Tualatin River. The reserve's buildable acreage total does not include any riparian and upland habitat along Gordon and Butternut Creeks on the Reserve Vineyards & Golf Club property, as the golf course itself is considered exempt land in Metro's buildable land analysis. A significant amount of upland habitat is mapped north of Butternut Creek on both sides of SW Rosa Road. There is well-established riparian habitat along Butternut Creek through the southern portion of the reserve.

As most of the habitat areas are on relatively flat land that is easily developed and located in the central portion of the reserve, some impacts to the habitat area would be expected from future urbanization. Impacts are more likely if urban transportation connections (e.g., roadways) are made through the center of the reserve where a large segment of upland habitat is located. Overall, future urbanization could occur with a low to moderate level of avoidance of regionally significant fish and wildlife habitat areas, depending on the layout of urbanized areas and necessary transportation connections.

The Rosa Urban Reserve is given a "low-medium" score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Hillsboro Regional Center is the closest 2040 Growth Concept designated center to the Rosa Urban Reserve, located approximately 2.5 miles away via Tualatin Valley Highway or SE River Road. The Aloha Town Center, another 2040 Growth Concept designated center, is located about 3.5 miles to the east along Tualatin Valley Highway. Tri-Met Route 57 runs along Tualatin Valley Highway and connects the two centers, but there is not transit service connecting either of the centers to the reserve.

The South Hillsboro Community Plan area, which is adjacent to the reserve to the east, is expected to develop with a higher-density mixed-use town center ("Reed's Crossing") along Tualatin Valley Highway and a smaller-scale village center south of Butternut Creek. While these two centers are not formally designated 2040 Growth Concept centers, they are expected to have similar purposes and characteristics.

The Hillsboro Regional Center includes historic downtown Hillsboro and a large surrounding area that includes a wide variety of residential, employment, and institutional/public uses. Metro's 2017

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State of the Centers Atlas showed that this large regional center has an average population density and dwelling units per acre, and a slightly lower number of businesses per acre, when compared with the other regional centers in the region.

The Aloha Town Center is located along Tualatin Valley Highway in unincorporated Washington County. In 2017, Washington County completed the Aloha Tomorrow Plan for the town center area to integrate land use changes, transportation improvements, and policies that support affordable housing and economic development. Metro's State of the Centers Atlas showed that the town center has a high total population and dwelling units per acre, but a very low number of total businesses and employees, when compared with other town centers in the region.

Urbanization of the Rosa Urban Reserve is unlikely to meaningfully contribute to new development of either the Hillsboro Regional Center or the Aloha Town Center due to the distance between the reserve and these centers and the lack of connecting transit service. Urbanization of the reserve would more likely support the development of denser, mixed-use "centers" in closer-by South Hillsboro.

Tualatin Valley Highway is the closest 2040 Growth Concept designated corridor and the areas of the reserve not already occupied by an active golf course are about two miles away. The closest portion of the corridor is a mixture of small-scale industrial uses on the south side and small commercial retail uses and some single-family homes on the north side. Urbanization of the reserve is not expected to meaningfully contribute to the purpose of the corridor, due to the distance of non-exempt areas from the corridor, the corridor's current zoning for industrial and commercial uses focused on a larger geographical area, and the vehicle traffic levels and flow along Tualatin Valley Highway.

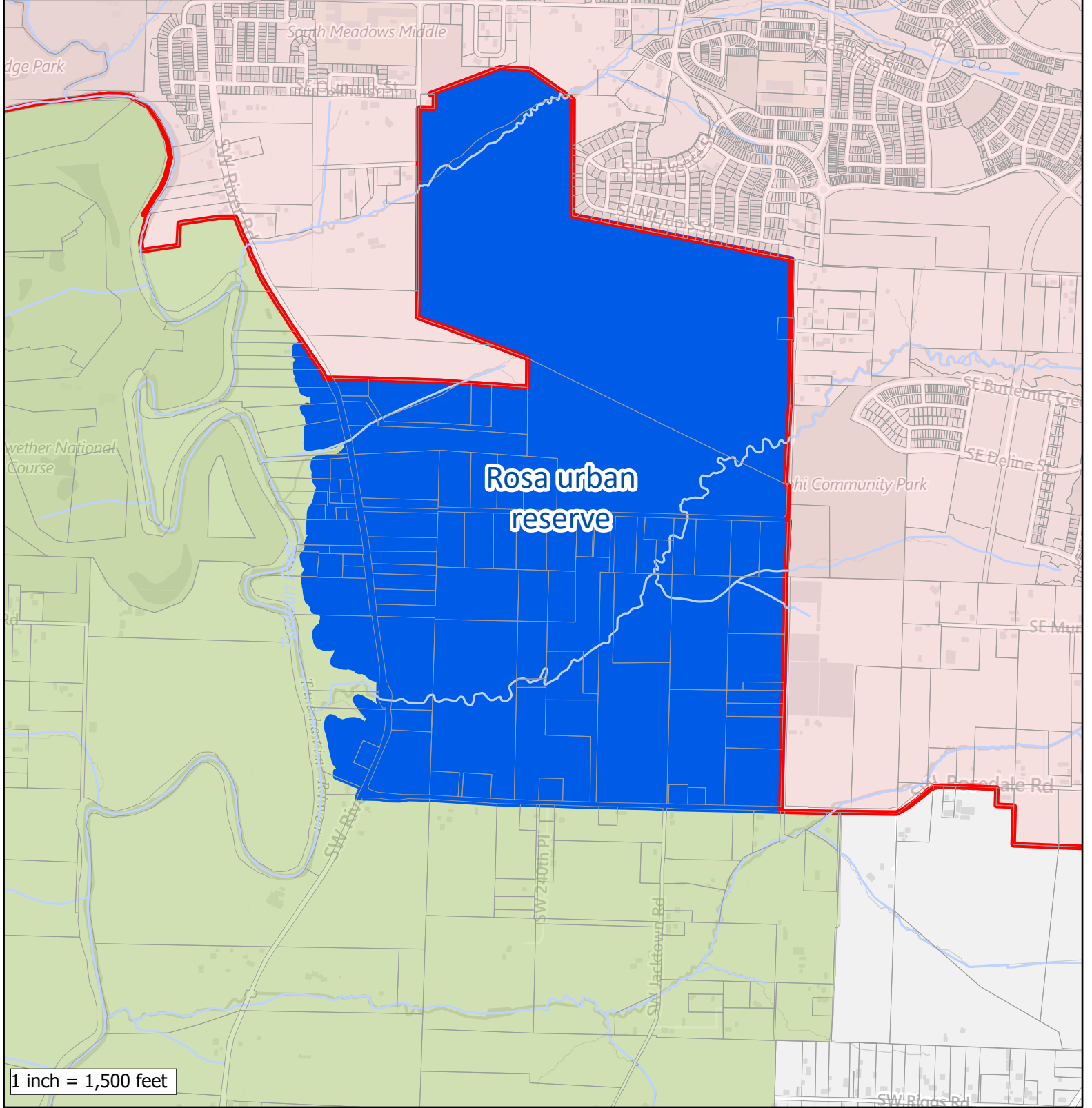
The Rosa Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis

Rosa

- Inside the urban growth boundary
- Rural reserve
- Stream routes
- Other urban reserves



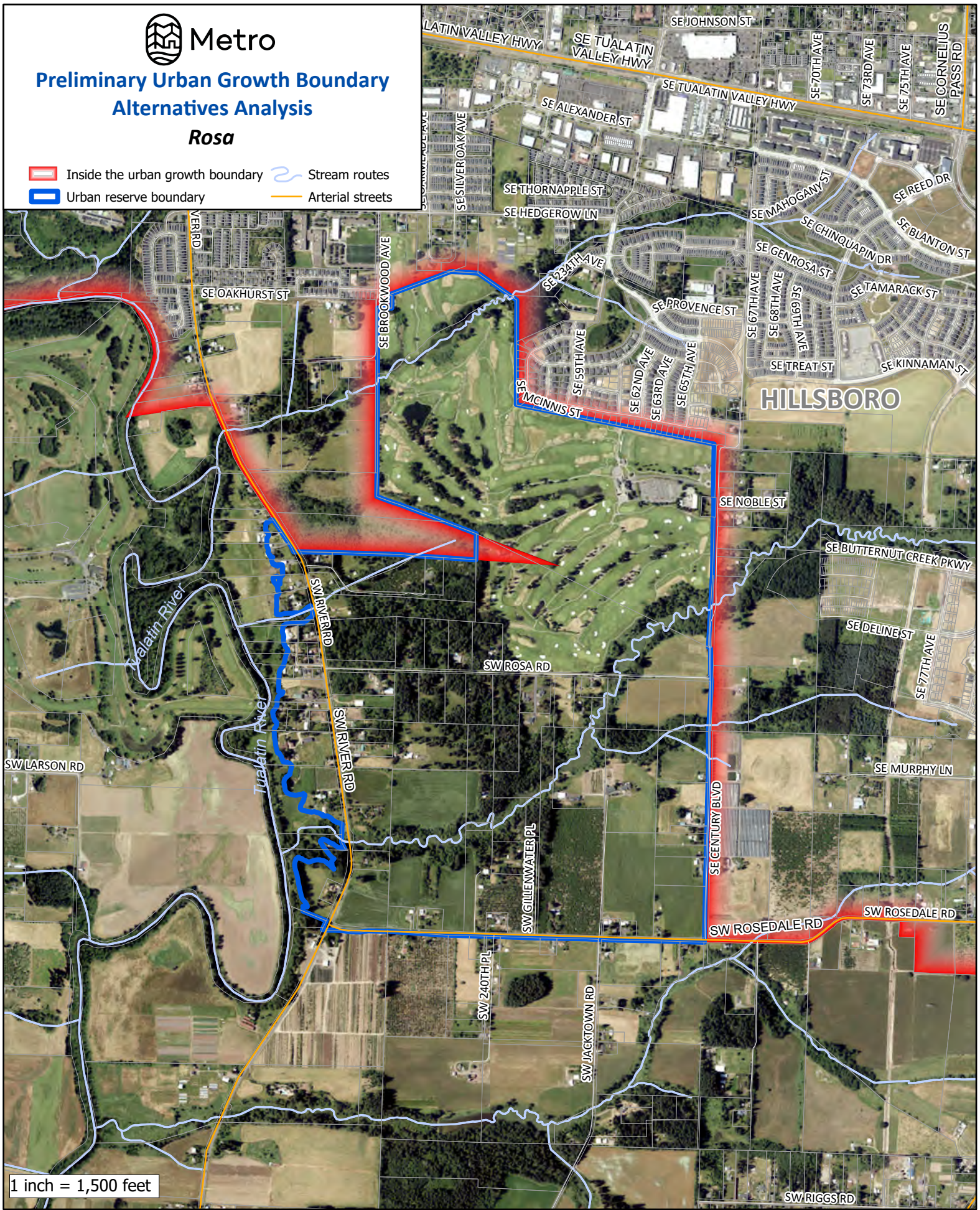
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Preliminary Urban Growth Boundary Alternatives Analysis

Rosa

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



1 inch = 1,500 feet

SHERWOOD NORTH URBAN RESERVE

Total Reserve Area	123 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	113 acres
Gross Vacant Buildable Area	62 acres
Net Vacant Buildable Area	46 acres

The Sherwood North Urban Reserve is located on the north side of Sherwood on both sides of Highway 99W (Pacific Highway). It is comprised of three disconnected and relatively thin “sub-areas”. The 100-year floodplain and rural reserve lands form the northern boundary of all three sub-areas. The eastern sub-area is located north of SW Galbreath Drive, is accessible by SW Gerda Lane and SW Cipole Road, and is approximately 35 acres in size. The central sub-area is bisected by Highway 99W, is potentially accessible by SW Langer Farms Parkway, and is approximately 57 acres in size. The western sub-area is north of SW Seely Lane and is approximately 31 acres in size.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The UGB forms the southern edge of all three of the Sherwood North Urban Reserve’s sub-areas, as well as the eastern edge of the eastern sub-area. The Chicken Creek riparian corridor would serve as a natural feature transition zone along the western edge of the western sub-area, which would be a very small portion of the subject urban-rural edge. Generally, there are no natural or built features that would mark a clear transition for the remainder of the urban-rural edges in the sub-areas.

The Sherwood North Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within Sherwood North Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Sherwood North Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Sherwood is the expected governing body for the Sherwood North Urban Reserve, once urbanized. The city has adopted riparian habitat protection measures that, as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover about 24 acres of the reserve, with the majority of the habitat areas located in the western and eastern sub-areas. The habitat areas are an extension of the floodplain and streams located in the adjacent Tualatin River National Wildlife Refuge.

Urbanization of the western and eastern sub-areas is unlikely to occur without some impact to riparian and upland wildlife habitat, given the amount of habitat space included in these sub-areas and their narrow dimensions. A large portion of the central sub-area, the largest of the three sub-areas, can likely be urbanized while avoiding significant riparian and upland wildlife habitat.

The Sherwood North Urban Reserve and the other 19 urban reserves are given a "high" score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Sherwood Town Center is the closest 2040 Growth Concept designated center to the Sherwood North Urban Reserve. It is a relatively small town center of approximately 88 acres, located to the southwest of the reserve at the intersection of the Highway 99W and SW Tualatin-Sherwood Road. The center serves the community of Sherwood and the surrounding rural areas at the southwest edge of the region. The land just outside the town center contains a significant amount of housing.

The three sub-areas of the reserve are about half a mile to one mile from the town center via Highway 99W, SW Tualatin-Sherwood Road, or SW Roy Rogers Road. TriMet Route 94 runs through the middle of the central sub-area along Highway 99W directly to the town center, and Route 97 running along SW Tualatin-Sherwood Road to the town center has a stop approximately 850 feet south of the eastern sub-area.

The city's "Sherwood Town Center Plan", completed in 2013, encompasses an area larger than currently designated in the 2040 Growth Concept; the Langer Drive Commercial District portion of the plan area most closely aligns with the Metro designated area. The Langer Drive Commercial District is envisioned as a walkable and active shopping district complete with more pedestrian-oriented buildings. Metro's 2017 State of the Centers Atlas showed a very high jobs-to-housing ratio and a very low number of dwelling units per acre compared to other town centers in the region. Much of the town center is already built out with auto-oriented and large commercial retail uses, though there are numerous parking lots that may be able to accommodate redevelopment.

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Urbanization of the urban reserve sub-areas themselves is not expected to have a significant impact on the development of the town center area as a walkable and active shopping district, due to the very small amount of development expected to occur within the sub-areas and the likelihood that the central (largest) sub-area along Highway 99W could develop with employment rather than residential land uses in the future.

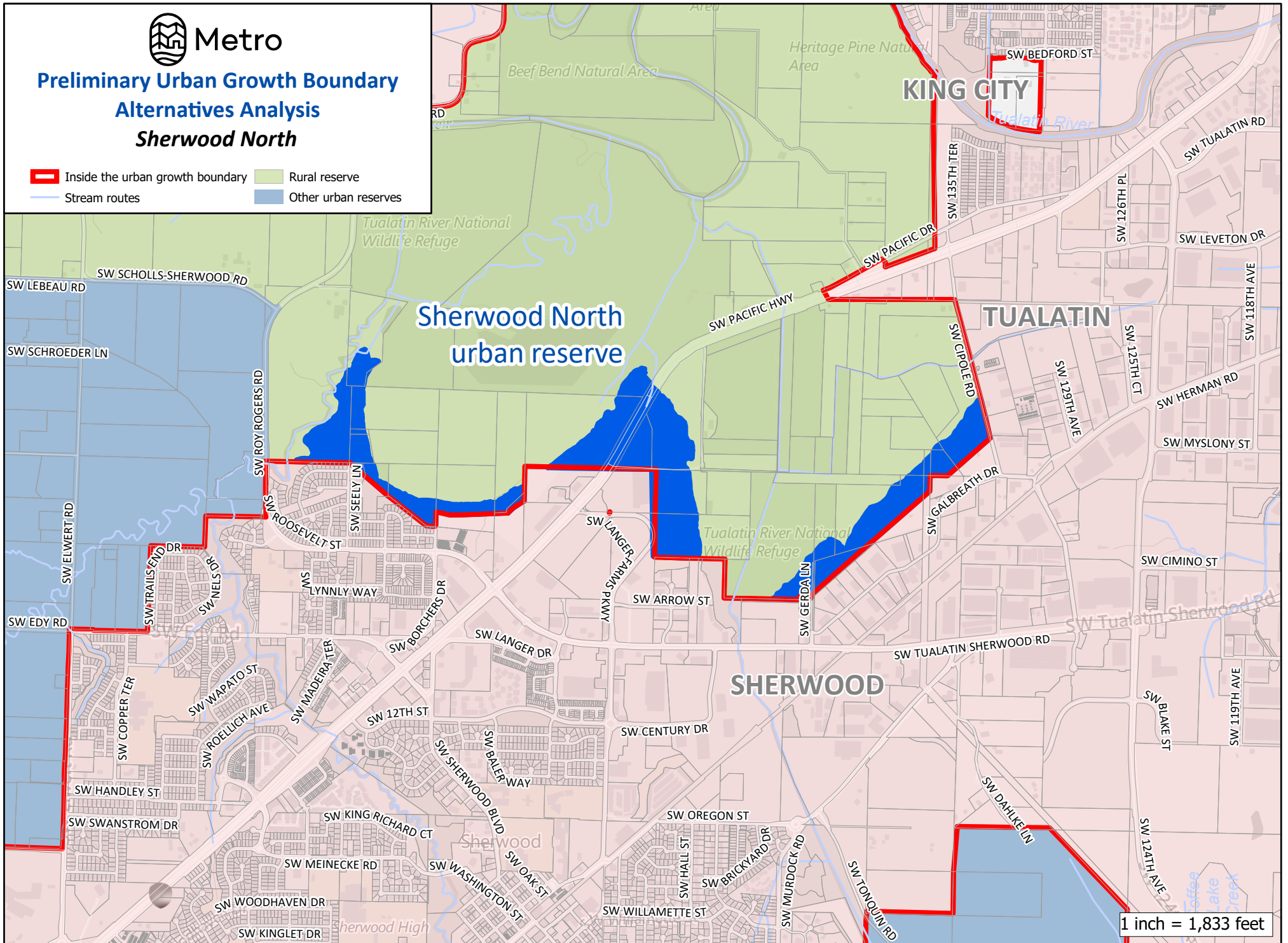
There is a 2040 Growth Concept designated corridor along Highway 99W that extends north of the town center to the central sub-area. This portion of the corridor contains a few professional services and commercial uses and has power lines cutting across the roadway from a Portland General Electric substation. Urbanization of the reserve is not expected to meaningfully contribute to new development of the corridor consistent with its purpose, as there is very little developable land within the reserve and the corridor is already mostly developed, with only a couple of parcels that could be redeveloped.

The Sherwood North Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.



**Preliminary Urban Growth Boundary
Alternatives Analysis
Sherwood North**

- ▬ Inside the urban growth boundary
- Rural reserve
- ▬ Stream routes
- Other urban reserves



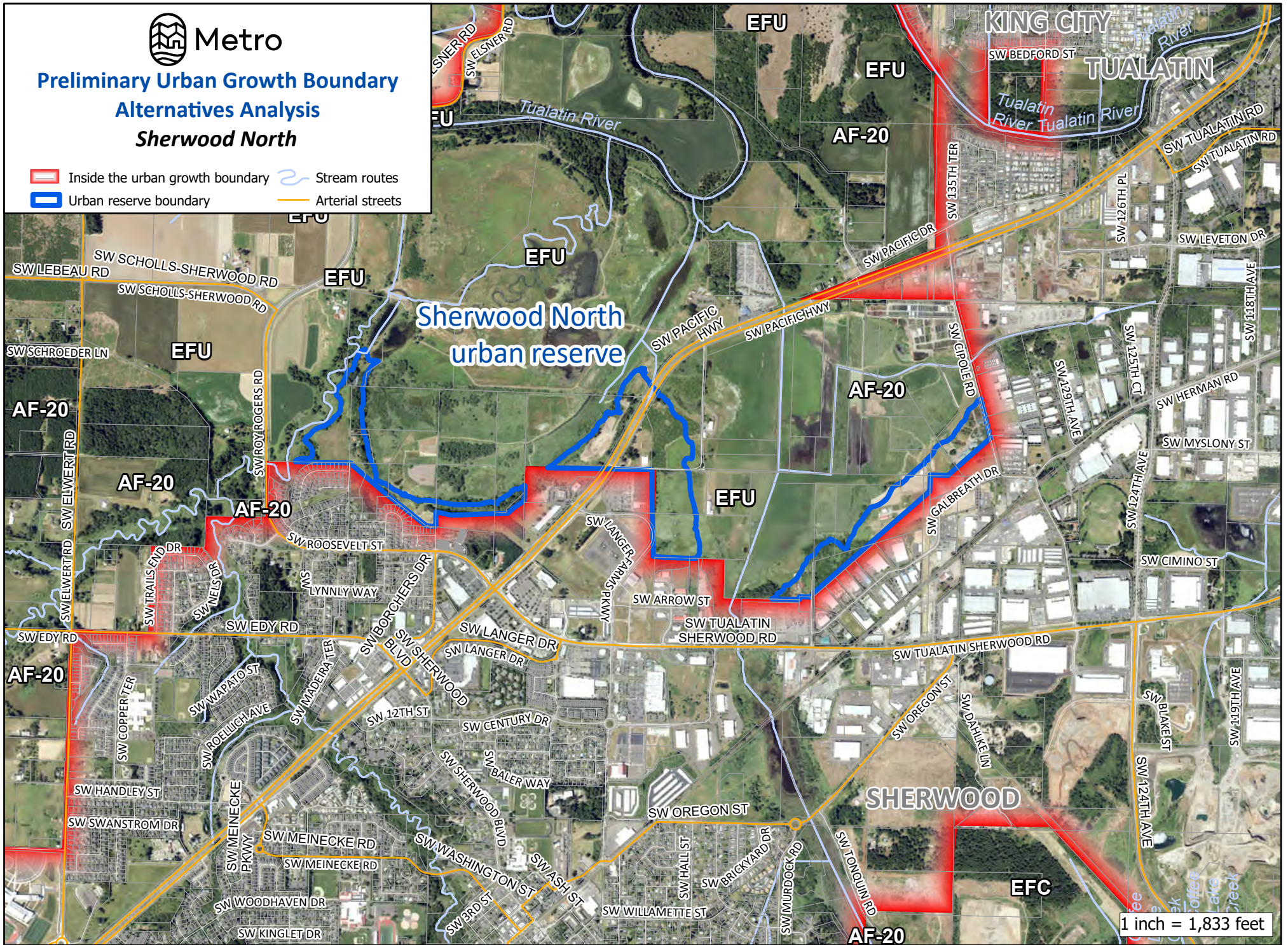
1 inch = 1,833 feet

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**Preliminary Urban Growth Boundary
Alternatives Analysis
Sherwood North**

- Inside the urban growth boundary
- Urban reserve boundary
- Arterial streets
- Stream routes
- Arterial streets



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SHERWOOD SOUTH URBAN RESERVE

Total Reserve Area	448 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	424 acres
Gross Vacant Buildable Area	207 acres
Net Vacant Buildable Area	155 acres

The Sherwood South Urban Reserve is a rectangularly shaped area on the south side of Sherwood, south of SW Brookman Road and east of Highway 99W. The UGB forms the northern boundary and the Clackamas-Washington County line forms the eastern boundary; rural reserves are adjacent to the west and south. The reserve is served by SW Brookman Road, SW Middleton Road, and SW Oberst Road. The reserve has five streams, including the confluence of Goose and Cedar Creeks.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

Along the shorter eastern edge of the Sherwood South Urban Reserve, there is a change in elevation of around 100 feet up to SW Ladd Hill Road that would provide some natural transition between urban and rural lands. This sloped area includes rural residences on mostly forested lots and the headwaters of a small tributary to Cedar Creek that flows within the reserve. There is also a significant change in elevation of approximately 800 feet along most of the southern edge of the reserve up to SW Parrett Mt. Road. There are a number of rural residences located in this area, as well as a significant amount of private open space associated with Parrett Mountain View Estates. The combination of the change in elevation and private open space can provide a transition between urban and rural lands using a natural feature. The remaining portion of the reserve's southern edge includes the Cedar Creek riparian area and a tributary stream that would form another kind of natural transition between urban and rural lands. The right-of-way of Highway 99W (between about 120 and 150 feet wide) would provide a built feature transition area between urban and rural uses along the western edge of the urban reserve. Therefore, there would be a clear transition between urban and rural lands, using both natural and built features, for essentially the entire urban-rural edge of the reserve.

The Sherwood South Urban Reserve is given a “high” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an

urban reserve means, by definition, that farmland within the Sherwood South Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Sherwood South Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Sherwood is the expected governing body for the Sherwood South Urban Reserve, once urbanized. The city has adopted riparian habitat protection measures that, as part of the Tualatin Basin Natural Resource Coordinating Committee’s protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership cover about 111 acres of the reserve, mainly along Cedar and Goose Creeks, as well as the three smaller tributaries to Cedar Creek. The numerous stream corridors divide the reserve into smaller dispersed pockets of developable land.

Steep slopes along portions of the stream corridors will provide some additional protection for some of the habitat; however, the likely need for transportation connections between the dispersed developable pockets could result in meaningful impacts to significant habitat areas.

The Sherwood South Urban Reserve is given a “low-medium” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Sherwood Town Center is the closest 2040 Growth Concept designated center to the Sherwood South Urban Reserve. It is a relatively small town center of approximately 88 acres, located to the southwest of the reserve at the intersection of the Highway 99W and SW Tualatin-Sherwood Road. The center serves the community of Sherwood and the surrounding rural areas at the southwest edge of the region. The land just outside the town center contains a significant amount of housing.

The city’s “Sherwood Town Center Plan”, completed in 2013, encompasses an area larger than currently designated in the 2040 Growth Concept; the Langer Drive Commercial District portion of the plan area most closely aligns with the Metro designated area. The Langer Drive Commercial District is envisioned as a walkable and active shopping district complete with more pedestrian-oriented buildings. Metro’s 2017 State of the Centers Atlas showed a very high jobs-to-housing ratio and a very low number of dwelling units per acre compared to other town centers in the region. Much of the town center is already built out with auto-oriented and large commercial retail uses, though there are numerous parking lots that may be able to accommodate redevelopment.

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The Sherwood South Urban Reserve is about two miles from the town center via Highway 99W. There are currently no transit connections between the two locations; indeed, the nearest transit stop to the reserve is more than a mile away. Due in part to this distance and the lack of transit service, urbanization of the reserve is not expected to meaningfully contribute to new pedestrian- and transit-oriented development in the town center.

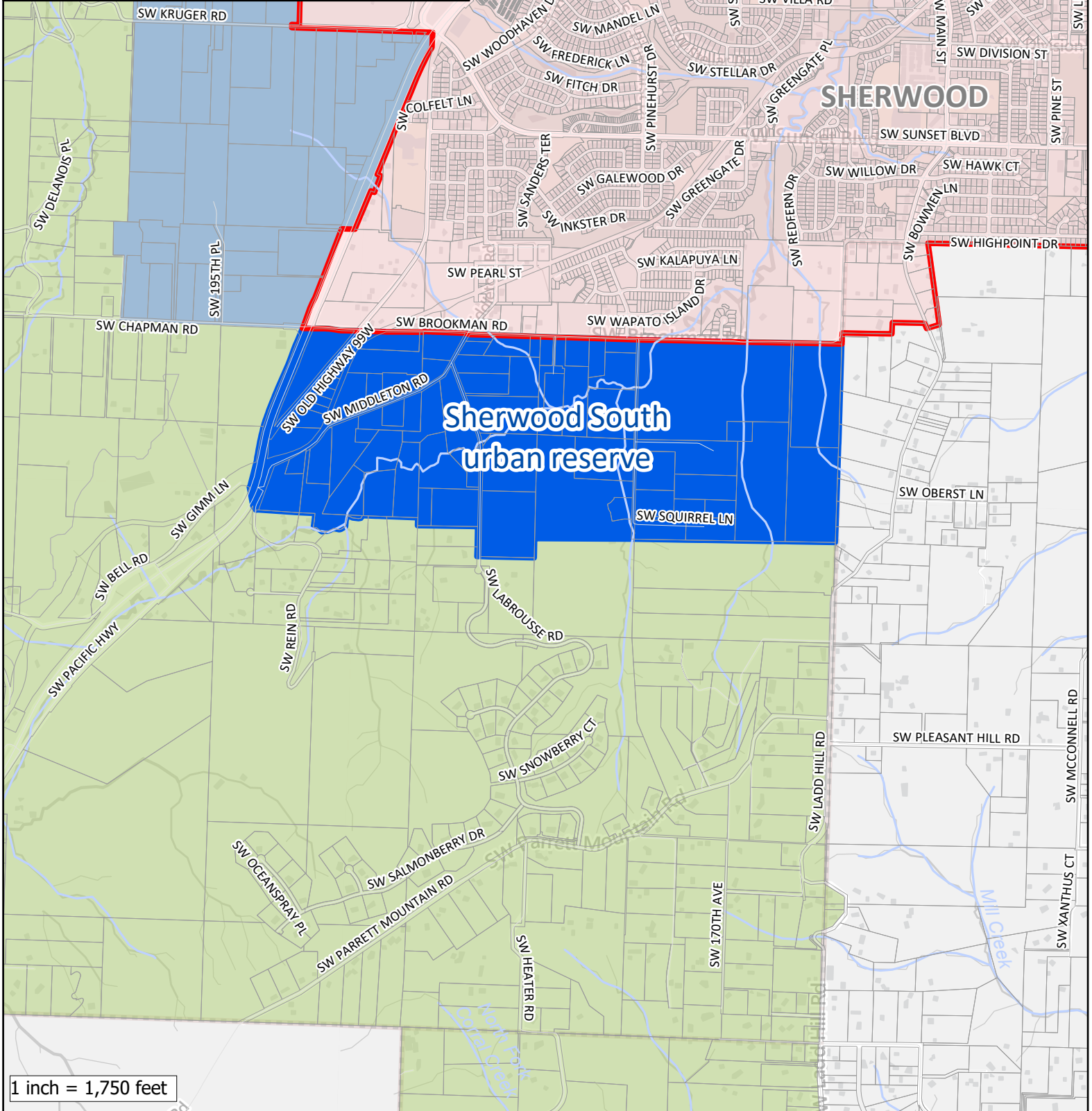
The closest 2040 Growth Concept designated corridor is in the “Old Town” portion of Sherwood along SW Railroad Street/SW Oregon Street, more than a mile from the reserve via SW Brookman Rd, SW Ladd Hill Road, and SW Main Street. The corridor is developed with small retail commercial and institutional uses and low- and medium-density residential uses. Urbanization of the reserve is not expected to contribute to new development along the corridor consistent with its purpose. The Old Town area is already functioning as a walkable area with its numerous and varied uses. Moreover, the distance and hilly topography between the corridor and the reserve will likely limit active transportation between them.

The Sherwood South Urban Reserve is given a “low” score for this Metro Code factor in Attachment 3.



**Preliminary Urban Growth Boundary
Alternatives Analysis
Sherwood South**

- Inside the urban growth boundary
- Rural reserve
- Stream routes
- Other urban reserves



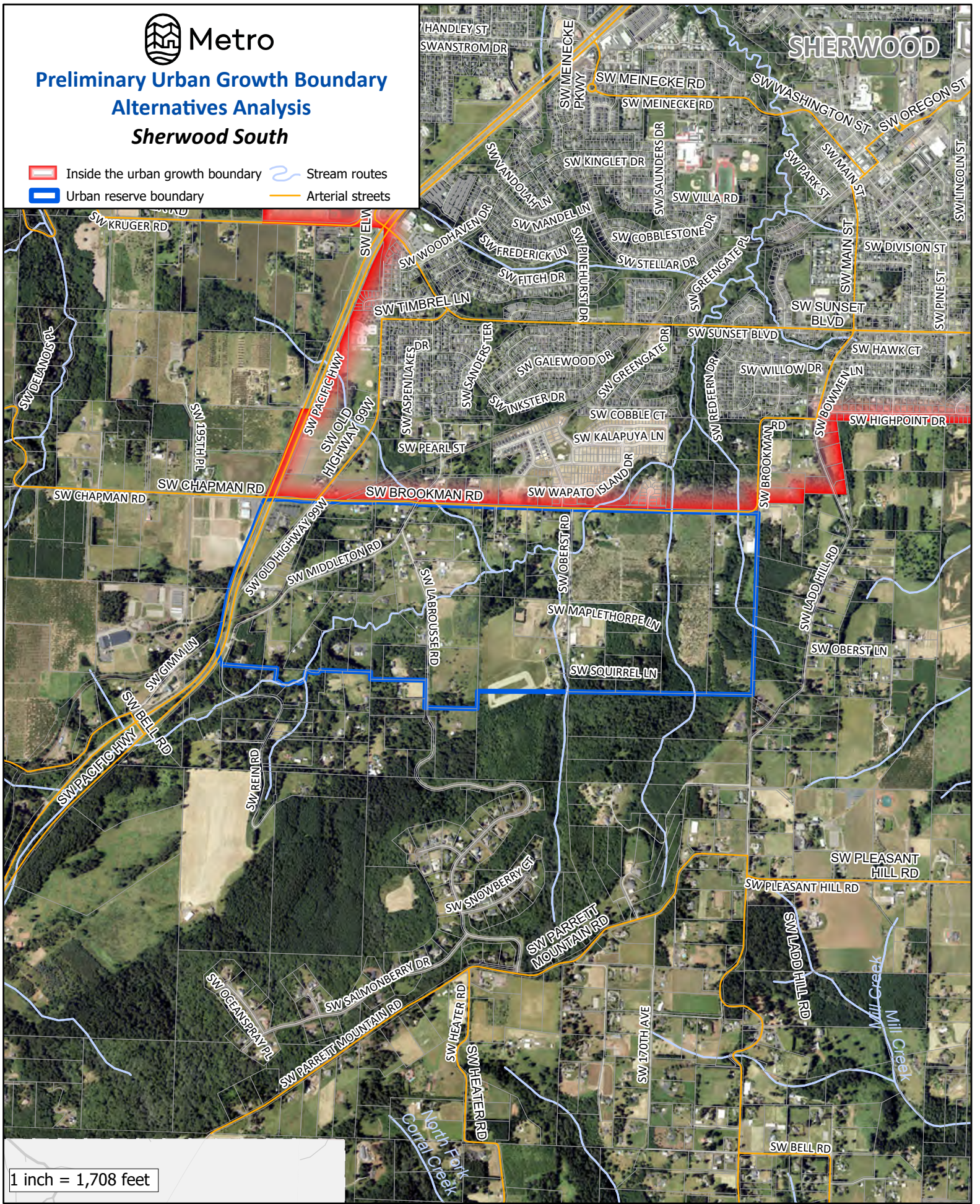
1 inch = 1,750 feet

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Preliminary Urban Growth Boundary Alternatives Analysis Sherwood South

- Inside the urban growth boundary
- Urban reserve boundary
- Arterial streets
- Stream routes
- Arterial streets



1 inch = 1,708 feet

SHERWOOD WEST URBAN RESERVE

Total Reserve Area	1,205 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	1,157 acres
Gross Vacant Buildable Area	797 acres
Net Vacant Buildable Area	594 acres

The Sherwood West Urban Reserve is located on the west side of Sherwood and stretches from SW Lebau Road and SW Scholls-Sherwood Road in the north to SW Chapman Road in the south. The UGB constitutes most of the urban reserve’s eastern boundary. Those portions of the urban reserve not bordering the UGB are adjacent to rural reserves. Sherwood West generally slopes uphill from east to west, with the highest elevations in the reserve’s southwest portion. Chicken Creek flows toward the northeast through the central portion of the reserve and has several tributaries. Access to the reserve north of Chicken Creek is provided by SW Roy Rogers Road, SW Scholls-Sherwood Road, and SW Elwert Road. Access to the area south of Chicken Creek is provided by SW Elwert Road, SW Edy Road, SW Kruger Road, and SW Chapman Road. The southern portion of the reserve is adjacent to and includes sections of Highway 99W.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The UGB forms the entire eastern boundary of the Sherwood West Urban Reserve, with the exception of the roughly half-mile portion of that runs along SW Roy Rogers Road between Sherwood city limits and SW Scholls-Sherwood Road. There is no natural or built feature along this section of SW Roy Rogers Road or along the northern edge of the reserve that, under this analysis, would be considered to provide a transitional buffer between urbanized and rural lands. Even assuming SW Scholls-Sherwood Road, SW Lebeau Road, and SW Roy Rogers Road are developed to urban arterial standards, the roads themselves would not provide a clear transition area between urban and rural uses. Additional buffers may warrant being incorporated into the planning and design of future development along these roadways.

Chicken Creek and a tributary’s riparian corridors, as well as some steeper topography, are natural features that would serve as transitional buffer areas along the majority of the western edge of the reserve. However, there is a grouping of rural residences south of SW Edy Road that abuts the reserve with no transition zone. There is also no natural feature that would provide a complete transitional buffer between the reserve and adjacent rural lands to the south; nonetheless, an established equestrian center that is about a quarter mile south of the reserve could function as a kind of partial buffer for the rural uses further south, as this built facility is larger than typical rural development. Additional (new) buffers between rural lands and future urban development could therefore be warranted along the pocket of rural residences south of SW Edy Road and, to a lesser extent, along the southern edge of the reserve.

Overall, there are natural or built features that would provide a transition between urban and rural lands for just over half of the reserve's edges.

The Sherwood West Urban Reserve is given a "medium" score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the 'Introduction and Methodology' section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within the Sherwood West Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Sherwood West Urban Reserve and the other 19 urban reserves are given a "high" score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Sherwood is the expected governing body for this reserve, once urbanized. The city has adopted riparian habitat protection measures that, as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program, comply with applicable requirements of UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover approximately 229 acres of the reserve. The large majority of these habitat areas is associated with Chicken Creek, which flows northeast through the center of the reserve. It appears from 2023 aerial imagery that some of the mapped upland habitat – including portions of a 70-acre mapped upland habitat area in the northern portion of the reserve connecting to Chicken Creek and near to Goose Creek in the southern portion of the reserve – has been removed since the habitat inventory was completed in the early 2000s.

There is also a significant amount of riparian and upland wildlife habitat associated with West Fork Chicken Creek, which generally flows southeastward to join Chicken Creek north of SW Edy Road near to SW Elwert Road. Portions of both the Chicken Creek and West Fork Chicken Creek corridors have adjacent steep slopes, though the latter water body has a larger amount of adjacent steep slopes. The habitat areas associated with West Fork Chicken Creek are less susceptible to impacts from urban development, as they are more isolated and contain more adjacent steep-sloped areas.

The aforementioned 70-acre upland habitat in the northern portion of the reserve, however, is very susceptible to impacts from urbanization; its size, location, and flatter topography could make it more attractive for development, including with new road connections.

A power line easement roughly parallels the Chicken Creek corridor through the reserve. The easement can provide some additional level of protection for the habitat resources because development opportunities would be limited in the easement. In addition, the habitat corridor along Chicken Creek ranges in width from 500 feet to well over 1,000 feet, a distance which may discourage new urban connections across the stream.

The smaller habitat area associated with Goose Creek is also susceptible to impacts from urbanization, depending on the layout of future development, including roadways.

Generally, urban development of most of the mapped regionally significant fish and wildlife habitat areas could be avoided; however, some impacts would be expected to the large upland habitat area in the north of the reserve and possibly the habitat associated with Goose Creek.

The Sherwood West Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Sherwood Town Center is the closest 2040 Growth Concept designated center to the reserve. It is a relatively small town center of approximately 88 acres, located to the southwest of the reserve area at the intersection of the Highway 99W and SW Tualatin-Sherwood Road. The center serves the community of Sherwood and the surrounding rural areas at the southwest edge of the region. The land just outside the town center contains a significant amount of housing.

The northern and central portions of the reserve are only about half a mile from the town center via SW Roy Rogers Road and SW Edy Road, respectively. The southern portion of the reserve is more than a mile away via Highway 99W. There are currently no transit connections between the reserve and the town center.

The city’s “Sherwood Town Center Plan”, completed in 2013, encompasses an area larger than currently designated in the 2040 Growth Concept; the Langer Drive Commercial District portion of the plan area most closely aligns with the Metro designated area. The Langer Drive Commercial District is envisioned as a walkable and active shopping district complete with more pedestrian-oriented buildings. Metro’s 2017 State of the Centers Atlas showed a very high jobs-to-housing ratio and a very low number of dwelling units per acre compared to other town centers in the region. Much of the town center is already built out with auto-oriented and large commercial retail uses, though there are numerous parking lots that may be able to accommodate redevelopment.

Urbanization of the reserve may contribute to some new development of the town center, given the size of the reserve and the proximity of its northern and central portions to the town center.

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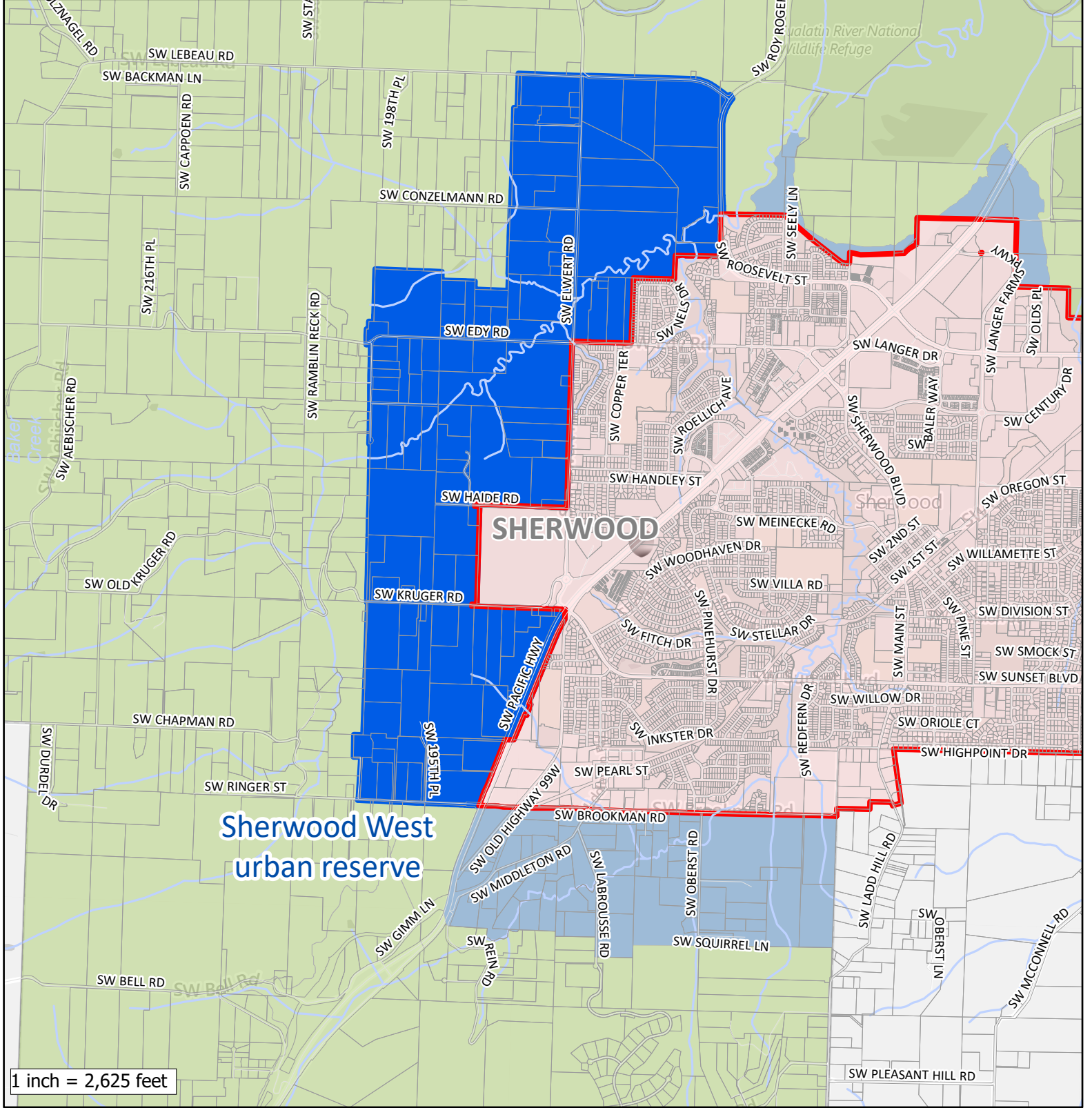
There is a 2040 Growth Concept designated corridor adjacent to the reserve along SW Edy Road between SW Elwert Road and SW Nursery Way. This relatively small corridor is less than 2,000 feet in length and is largely already built out with single-family homes. Urbanization of the reserve is therefore not anticipated to bring a significant contribution of new development of the corridor consistent with its purpose.

The Sherwood West Urban Reserve is given a “low-medium” score for this Metro Code factor in Attachment 3.



Preliminary Urban Growth Boundary Alternatives Analysis Sherwood West

- Inside the urban growth boundary
- Rural reserve
- Stream routes
- Other urban reserves



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WILSONVILLE SOUTHWEST URBAN RESERVE

Total Reserve Area	67 acres
Total Tax Lot Area in Reserve (without Right-of-Way)	64 acres
Gross Vacant Buildable Area	27 acres
Net Vacant Buildable Area	20 acres

The Wilsonville Southwest Urban Reserve is a somewhat triangularly shaped area on the south side of SW Wilsonville Road and only about 250 feet northwest of the Willamette River. The east side of the reserve is adjacent to the UGB and Wilsonville city limits and the reserve is otherwise entirely surrounded by rural reserve lands, which include the Metro-owned Graham Oaks Nature Park directly to the north across SW Wilsonville Road.

METRO CODE FACTORS

Clear transition between urban and rural lands, using natural and built features to mark the transition

The Corral Creek and Mill Creek riparian corridors on the west side of SW Wilsonville Road would provide a natural buffer between urban development of the Wilsonville Southwest Urban Reserve and rural land to the west. The Corral Creek riparian corridor would also provide a natural transition between urban and rural lands along the southern edge of the reserve. Even if SW Wilsonville Road were to be improved to urban arterial standards, the road itself will not provide the needed transition area between urban and rural lands to the north. Additional buffers will need to be incorporated into the planning and design of urban development along the northern edge to provide a clear transition from urban to rural uses. Overall, more than half of the urban-rural edge has a natural feature that would provide a transition between urban and rural lands.

The Wilsonville Southwest Urban Reserve is given a “medium” score for this Metro Code factor in Attachment 3.

Protection of farmland that is most important for the continuation of commercial agriculture in the region

As noted earlier in the ‘Introduction and Methodology’ section of this analysis, the urban and rural reserves adoption process already designated the most important land for commercial agriculture as rural reserves, and the most suitable land for urbanization as urban reserves. Designation as an urban reserve means, by definition, that farmland within Wilsonville Southwest Urban Reserve is not the most important for the continuation of commercial agriculture in the region.

The Wilsonville Southwest Urban Reserve and the other 19 urban reserves are given a “high” score for this Metro Code factor in Attachment 3.

Avoidance of conflict with regionally significant fish and wildlife habitat

The City of Wilsonville, which is the expected governing body for the Wilsonville Southwest Urban Reserve when it is eventually urbanized, has adopted a riparian habitat protection program that has been deemed to be in substantial compliance with UGMFP Title 13, *Nature in Neighborhoods*. The city will need to develop an upland habitat protection program for any area added to the UGB after December 28, 2005; that program will need to comply with upland habitat protection requirements of Title 13, which do allow for some impacts to habitat.

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership cover approximately 32 acres of the reserve. However, it appears that the mapped upland habitat (about 28 acres in area) is in agricultural use. The remaining four acres are riparian habitat associated with Corral Creek along the southern edge of the reserve. The city's habitat protection program, the location of the habitat on the southern edge of the reserve, and some areas of steep slopes above the stream corridor will help protect the significant riparian habitat from urbanization.

The Wilsonville Southwest Urban Reserve is given a "high" score for this Metro Code factor in Attachment 3.

Contribution to the purposes of Centers and Corridors

The Wilsonville Town Center is the is the closest 2040 Growth Concept designated center to the Wilsonville Southwest Urban Reserve, located on the opposite (east) side of I-5 approximately 1.5 miles away from the reserve via SW Wilsonville Road. The town center, which primarily serves the city, is about 100 acres in size and is located a short distance from the terminus of the WES Commuter Rail line. The Route 4 "Wilsonville Road Line" of SMART, the City of Wilsonville's bus service, connects the town center to the Graham Oak Nature Park on the other side of SW Wilsonville Road from the reserve.

The City of Wilsonville's Town Center Plan envisions a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Metro's 2017 State of the Centers Atlas shows a higher-than-average jobs to housing ratio, but fewer people and dwellings per acre, compared with the other town centers in the region. The town center is considered in the atlas to have high access to parks.

The Wilsonville Southwest Urban Reserve was identified by Wilsonville as a location for long-term future urbanization. The city's 2007 '20 Year Look' process identified the reserve for potential residential uses. However, urbanization of the is not expected to contribute to the purpose and vision of the Wilsonville Town Center due to the distance between the two areas, the barrier of I-5, and the relatively small number of new households that could be developed in this reserve.

There is one 2040 Growth Concept designated corridor in Wilsonville that runs along SW Elligsen Road west of I-5 and then south along SW Parkway Avenue parallel to I-5 to the Wilsonville Town Center. The corridor is mostly built out with retail commercial or employment uses and some single-family and multi-family residential uses near the town center. Urbanization of the reserve is

Appendix 7A to Draft 2024 Urban Growth Report

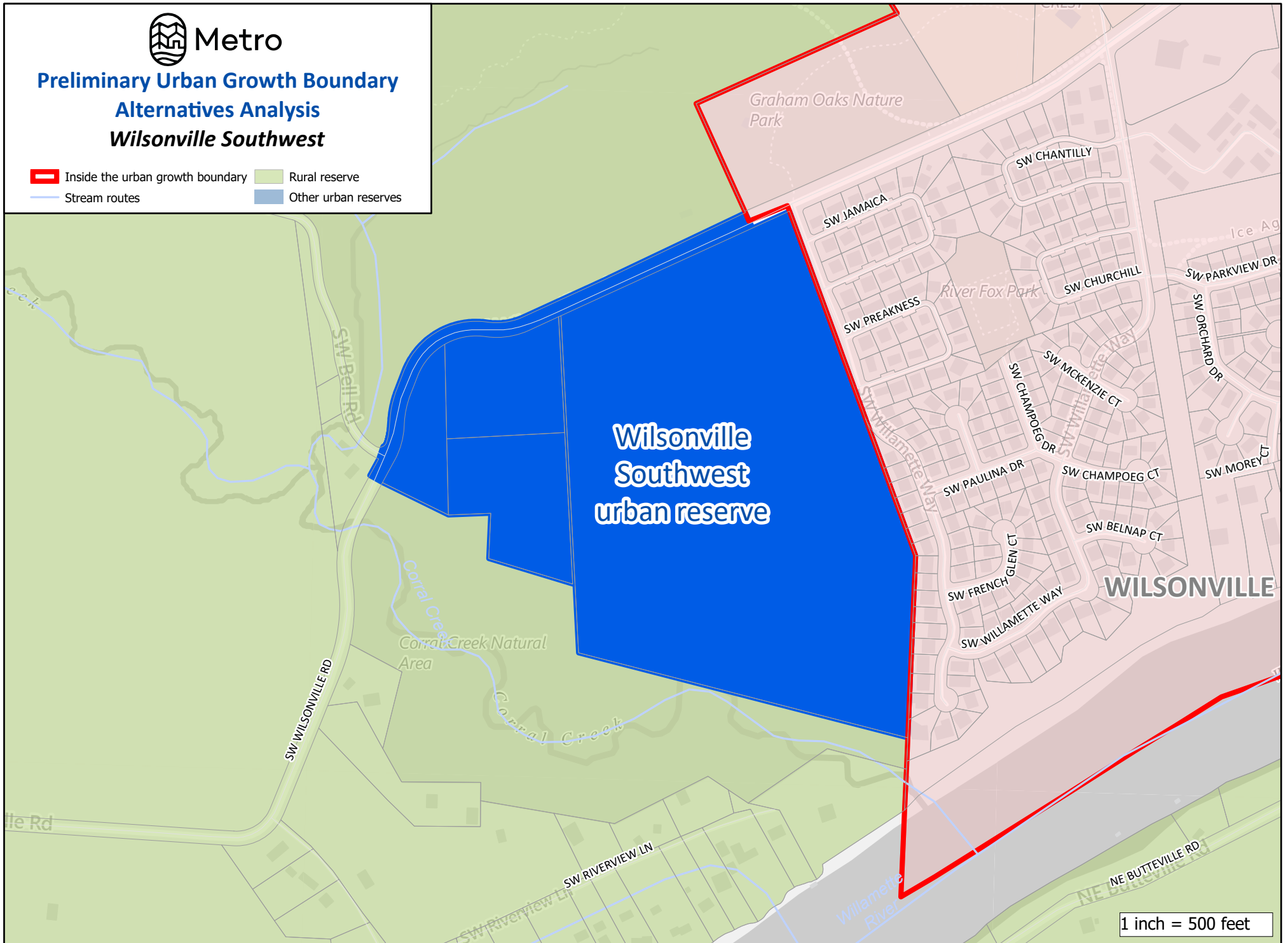
not expected to have a meaningful impact on new development of the corridor consistent with the corridor's purpose, given the distance between the two areas and the small size of the urban reserve.

The Wilsonville Southwest Urban Reserve is given a "low" score for this Metro Code factor in Attachment 3.



**Preliminary Urban Growth Boundary
Alternatives Analysis
Wilsonville Southwest**

- Inside the urban growth boundary
- Rural reserve
- Stream routes
- Other urban reserves



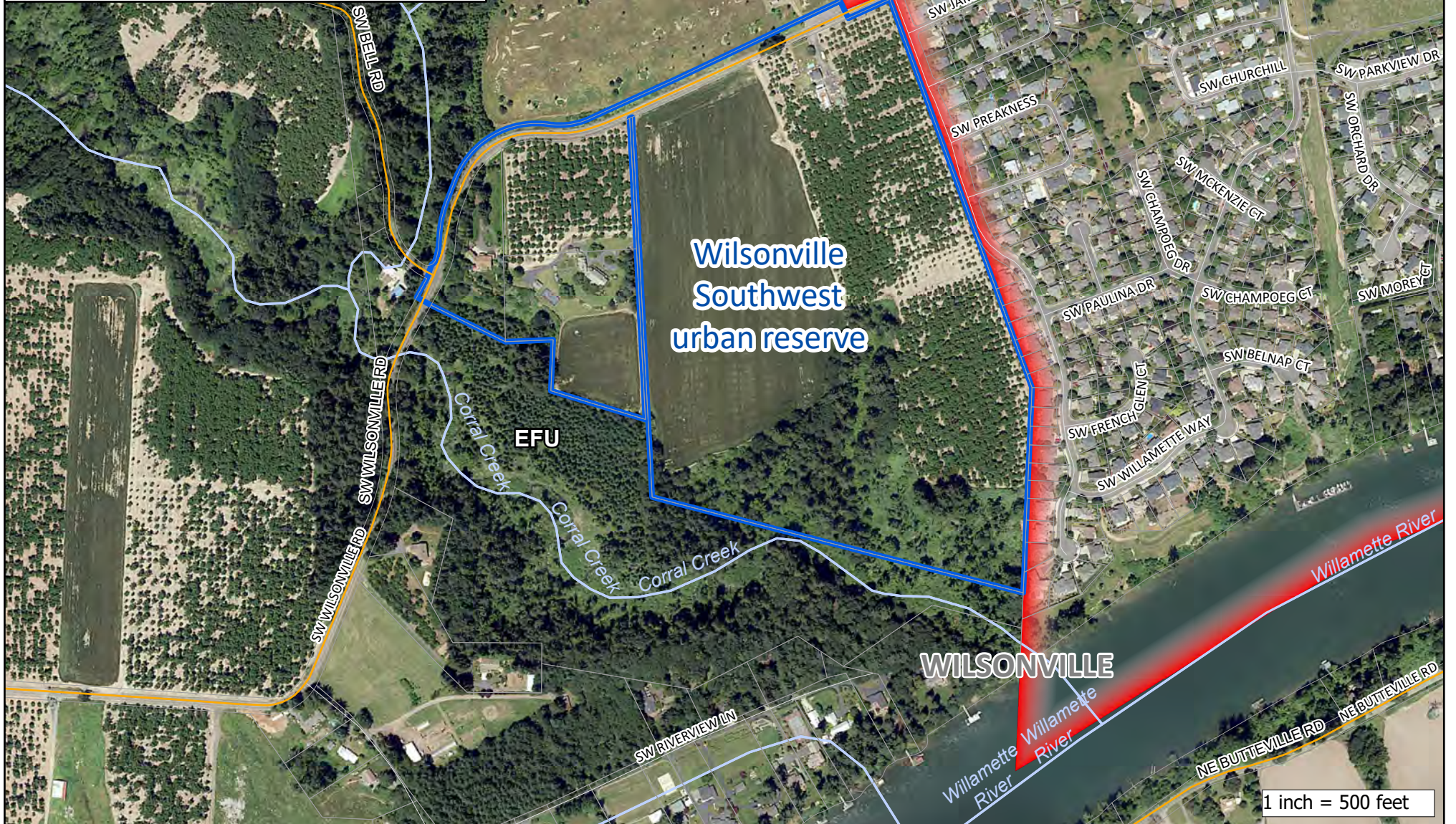
1 inch = 500 feet

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Preliminary Urban Growth Boundary Alternatives Analysis Wilsonville Southwest

- Inside the urban growth boundary
- Urban reserve boundary
- Stream routes
- Arterial streets



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Appendix 7A, Attachment 3: Metro Code Factors Analysis Results
Draft 2024 Urban Growth Report

	Metro Code 3.07.1425(c)(9)	Metro Code 3.07.1425(c)(7)	Metro Code 3.07.1425(c)(8)	Metro Code 3.07.1425(c)(6)
Urban Reserve	Transition between urban and rural lands using natural and built features	Protection of farmland that is most important for continuation of commercial agriculture in the region	Avoidance of conflict with regionally significant fish and wildlife habitat	Contribution to the purposes of Centers and Corridors
<i>Beaver Creek Bluffs</i>	High	High	Medium	Low
<i>Bendemeer</i>	High	High	Medium	Low
<i>Bethany West</i>	Low	High	Medium	Low
<i>Borland</i>	High	High	Low-Medium	Low
<i>Brookwood Parkway (8B)</i>	High	High	High	Low
<i>David Hill</i>	High	High	Medium	Low
<i>Elligsen Road North</i>	Low	High	Low-Medium	Low
<i>Elligsen Road South</i>	Low	High	Low-Medium	Low
<i>Grahams Ferry</i>	Medium	High	High	Low
<i>Gresham East</i>	Medium	High	Low-Medium	Low
<i>Henrici</i>	Medium	High	Medium-High	Low
<i>Holcomb</i>	Medium	High	Medium	Low
<i>Holly Lane – Newell Creek Canyon</i>	High	High	High	Low
<i>I-5 East – Washington County</i>	Low	High	Low	Low
<i>Maplelane</i>	High	High	Low-Medium	Low
<i>Rosa</i>	Medium	High	Low-Medium	Low
<i>Sherwood North</i>	Low	High	Low-Medium	Low
<i>Sherwood South</i>	High	High	Low-Medium	Low
<i>Sherwood West</i>	Medium	High	Medium	Low-Medium
<i>Wilsonville Southwest</i>	Medium	High	High	Low