UGB Alternatives Analysis

Metro Code Factors

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TABLE OF CONTENTS

Introduction 1

Methodology 1

Results 4

Appendices 5

UGB ALTERNATIVE ANALYSIS – METRO CODE FACTORS

INTRODUCTION

In support of the 2023 urban growth boundary (UGB) exchange proposal Metro staff completed a two–step process for assessing the urban reserve areas in the region (Attachment 1 to Findings of Fact and Conclusions of Law). The first step was an assessment of all 29 urban reserve areas under Statewide Planning Goal 14 requirements for an UGB expansion. The boundary location factors of Goal 14 are:

- *Factor 1 – Efficient accommodation of identified land needs.*
- *Factor 2 – Orderly and economic provision of public facilities and services.*
- *Factor 3 – Comparative environmental, energy, economic and social consequences.*
- *Factor 4 – Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.*

This first analysis is included as Attachment 1 to Findings of Fact and Conclusions of Law. Seven urban reserve areas – Boring, Boring-Highway 26, Damascus, Stafford, Rosemont, Norwood and Tonquin – were determined to be clearly unsuitable for urbanization in the short term. Thus, these seven urban reserve areas are not included in the second step of the two-step process, which is this evaluation of the remaining 22 urban reserve areas for addressing the Metro Code factors for an UGB expansion.

The Metro Code factors for expanding the UGB are contained in Urban Growth Management Functional Plan (Functional Plan) Title 14: Urban Growth Boundary. Like the Goal 14 locational factors the Metro Code factors are not independent criteria. When the factors are applied to compare alternative boundary locations in order to help determine the UGB location, all the factors must be weighed and balanced. The Metro Code factors are:

- *Clear transition between urban and rural lands using natural and built features to mark the transition;*
- *Protection of farmland that is important for the continuation of commercial agriculture in the region;*
- *Avoidance of conflict with regionally significant fish and wildlife habitat; and*
- *Contribution to the purposes of Centers and Corridors.*
- *Equitable and efficient distribution of housing and employment opportunities throughout the region.*

METHODOLOGY

Metro staff completed the analysis of the 22 urban reserves for meeting the Metro Code factors. Individual summary reports for each urban reserve area can be found in Attachment 2. The methodology used for each of the code factors is outlined below.

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

The presence of buffers or transition areas in the form of natural and built features may serve to limit impacts of urbanization on the adjacent rural lands. This may include river or stream corridors, steep slopes, floodplains, public land, highways, or golf courses. The presence or absence of these features was determined using Geographic Information Systems (GIS) data layers maintained by Metro's Research Center. The data layers included: tax lots, streams and rivers, floodplains, contours, slopes greater than 25%, and 2021 aerial photo.

Many urban reserve area boundaries are defined by local roads. While it may appear that the road provides separation between urban and rural land, the road by itself does not provide a clear transition area or zone. In almost all cases, the road is in the urban reserve and therefore will be developed to urban standards consistent with the local jurisdiction's requirements. As the new urban level road will be built with urban amenities such as sidewalks, bike lanes and lighting, it does not function as a transition area. Buffers may need to be incorporated into the planning and design of the new urban area, including the roadway that defines the edge of an area. A highway such as I-5 or Highway 26 on the other hand, may provide a buffer due to the very large right-of-way of the highway and the lack of pedestrian and bike facilities that bring people directly adjacent to the rural lands.

The presence or absence of agricultural activities occurring on the rural land does not influence the need for a buffer or transition area. While much focus is given to agricultural land, the code factor does not differentiate between the uses of the rural land. Thus, the presence or absence of a buffer or transition area and the resulting need for additional buffers is the same no matter the use of the rural land.

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

The urban and rural reserves 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. Thus, protection of farmland in any of the urban reserves is not important for the continuation of commercial agriculture in the region.

Avoidance of conflict with regionally significant fish and wildlife habitat

Metro's Functional Plan 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" program and does allow for some impacts to habitat areas. Land brought into the UGB is subject to the requirements of Title 13 through the concept planning

and comprehensive planning requirements of Functional Plan Title 11: Planning for New Urban Areas. Metro's Title 13 Regionally Significant Fish and Wildlife Habitat Inventory included the urban reserve areas outside the UGB. The inventory includes riparian habitat (class I & II) and upland habitat (class A & B) that must be included in a protection program that meets the requirements of Title 13.

All the jurisdictions in the region have riparian habitat (class I & 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 the land is added to the UGB. However, protection of upland wildlife habitat (class A & B) is not required under Title 13 for land within the UGB prior to 2007. Thus, most jurisdictions do not have an upland habitat protection program in place and will need to develop a protection program that is compliant with Title 13 for the urban reserve areas.

Each urban reserve area 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 were not otherwise constrained by steep slopes greater than 25% and public land, both of which provide a certain level of protection due to development restrictions. 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 reserve areas and to adjacent land within the UGB presents the greatest potential conflicts with regionally significant fish and wildlife habitat. The potential impact to habitat areas was summarized for each urban reserve.

Contribution to the purposes of Centers and Corridors

The Metro 2040 Growth Concept was adopted as a vision to guide growth and development over the coming decades. A key component of the Growth Concept is concentrating growth in the 40 designated Centers and numerous Corridors across the region with a focus on redevelopment, multi-modal transportation and concentrations of households and employment. Centers vary greatly in geographic size, urban form and use, and transportation access, making each center truly unique.

Metro completed the 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 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, that displays data for regional and town centers that help measure a center's performance 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 2040 designated Centers and downtown areas, staff evaluated whether the urbanization of the reserve area would support or contribute to the local and regional visions for a nearby 2040 Center or Corridor. Additional information was obtained from Metro's Transit Oriented Development (TOD) Program's 2016 Strategic Plan where appropriate.

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

This factor is given less weight than the other factors in Metro's locational analysis, largely due to the policy shift undertaken by the Metro Council to focus on expanding the UGB in areas that are more ready for development as described in UGB expansion proposals submitted by cities. That policy shift is reflected in amendments to the Metro Code that place an emphasis on choosing locations for UGB expansions based in part on whether there is a city that is eager to annex and urbanize the area, with an adopted concept plan in place describing how development will occur and how needed infrastructure will be paid for.

Considering and applying this factor to the 22 urban reserve areas analyzed in this report, Metro staff believe that more weight should be given to the Goal 14 and Metro Code factors regarding efficient accommodation of in the region. The two River Terrace urban reserve areas have concept plans describing the City of Tigard's ability to provide and pay for urban services, expected housing types and number of units, natural resource protection needs and governance issues. Identifying and planning for these issues in advance dramatically increases the likelihood that those urban reserve areas will be able to be urbanized in an efficient, orderly, and timely manner. Those needs are more important for ensuring that needed housing will be provided in a reasonable timeframe than selecting an expansion location in an area that would provide geographic equity with respect to previous expansion areas but would be far less likely to develop in the short term. Regarding the efficiency component of this factor, the two River Terrace reserve areas will provide a more efficient distribution of housing because those areas are the most likely to be developed with housing than other areas where city plans for governance and development do not yet exist.

RESULTS

A summary table of results for the Metro Code analysis can be found in Appendix 3 at the end of the report. About half of the urban reserve areas did not merit a high ranking for more than one of the Metro Code sections. As outlined above in the methodology section all urban reserve areas received a high ranking for factor 2, protection of farmland for commercial agriculture, because all areas are urban reserves that by definition are appropriate for urbanization, while land important for commercial agriculture is designated as rural reserve. Numerous urban reserve areas received high ranking for factor 1. All the reserve areas except for Sherwood West received a low score for Metro Code factor 4 regarding contribution to the purposes of Centers and Corridors, primarily due to the distance between the urban reserve areas and the closest designated 2040 Center, lack of direct connections and transit service, and the character of the land uses between the two locations.

Sherwood West received a slightly higher score as the reserve area is somewhat closer and has a fairly direct connection to the Center.

Only the Brookwood Parkway and Holly Lane/Newell Creek urban reserve areas received a high score for Metro Code factors 1 and 3. These two areas are somewhat unique. Brookwood Parkway is very small at 54 acres with all but four parcels containing residences or institutional uses. There are only 24 net vacant buildable acres which limits its ability to provide land for an identified residential or employment need. Holly Lane/Newell Creek Canyon is essentially surrounded by the UGB with only a 1,100-foot urban/rural edge and has a state highway running through the middle of it. However, a significant portion of the reserve area is steeply sloped, and a considerable portion of the riparian and upland habitat areas are in public ownership, which accounts for one-third of the land in the reserve area. The main amount of buildable land is along one north-south road, South Holly Lane, which contains numerous rural residences and has very limited potential connections to land inside the UGB to the east due to steep slopes and significant natural resources.

APPENDICES

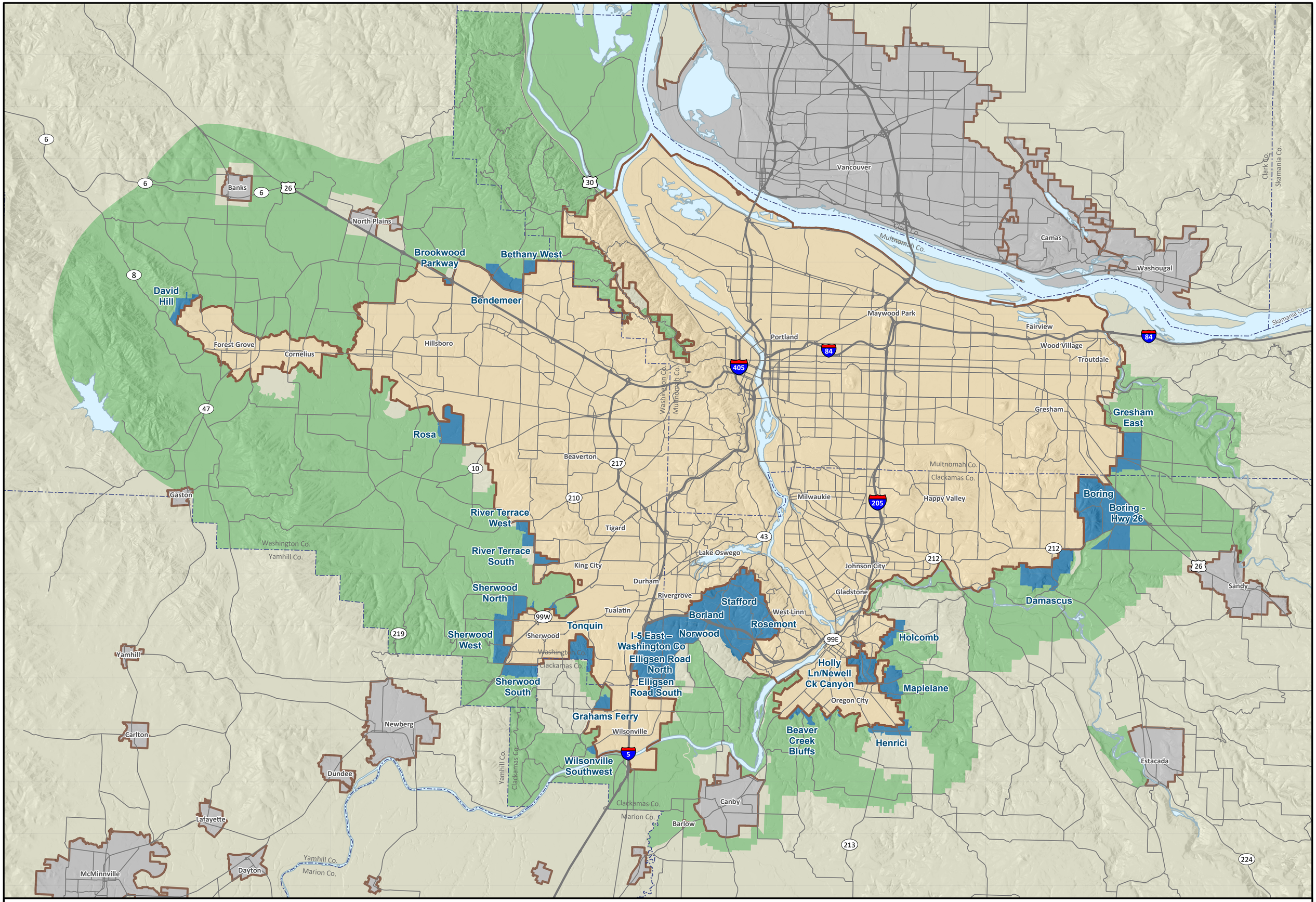
Appendix 1: Urban Reserve Map

Appendix 2: Urban Reserve Area Summary Reports

- Beaver Creek Bluffs
- Bendemeer
- Bethany West
- Borland
- Brookwood Parkway
- David Hill
- Elligsen Road North
- Elligsen Road South
- Grahams Ferry
- Gresham East
- Henrici
- Holcomb
- Holly Lane-Newell Creek Canyon
- I-5 East
- Maplelane
- River Terrace South
- River Terrace West

- Rosa
- Sherwood North
- Sherwood South
- Sherwood West
- Wilsonville Southwest

Appendix 3: Metro Code Analysis Results



Metro Code Alternatives Analysis Appendix 1

January, 2023

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County boundaries
Urban growth boundaries
Neighbor cities
Rural reserve
Urban reserve

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Appendix 2: Urban Reserve Area Summary Reports

BEAVER CREEK BLUFFS URBAN RESERVE AREA

Total Acres	228	Parcel Acres	225
Gross Vacant Buildable Acres	142	Net Vacant Buildable Acres	108

General Description (see attached map)

The Beaver Creek Bluffs Urban Reserve Area is composed of three sub-areas running east to west along the bluffs south of Oregon City. The eastern sub-area (22 acres) is adjacent to the UGB in the vicinity of Nobel Road, is bordered by the Mud and Caufield Creek drainages, and is composed of two parts separated by a short segment of the UGB. The central sub-area (43 acres) sits between Mud Creek and a tributary of Beaver Creek, bounded by S Leland Road to the east, bluffs to the south and west, and the UGB to the north. A one parcel sub-set of this central area is located at the end of S McCord Road. The western sub-area (163 acres) lies on both sides of S Center Point Road, sitting between the bluffs overlooking Beaver Creek and the current UGB to the north. Of the 228 acres within these three sub-areas, 22 are constrained by steep slopes over 25% along the bluffs. The remainder of the area is generally flat and is a logical extension of Oregon City

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

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

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

The region's urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership covers 49 acres of land with most of the riparian habitat occurring along an unnamed

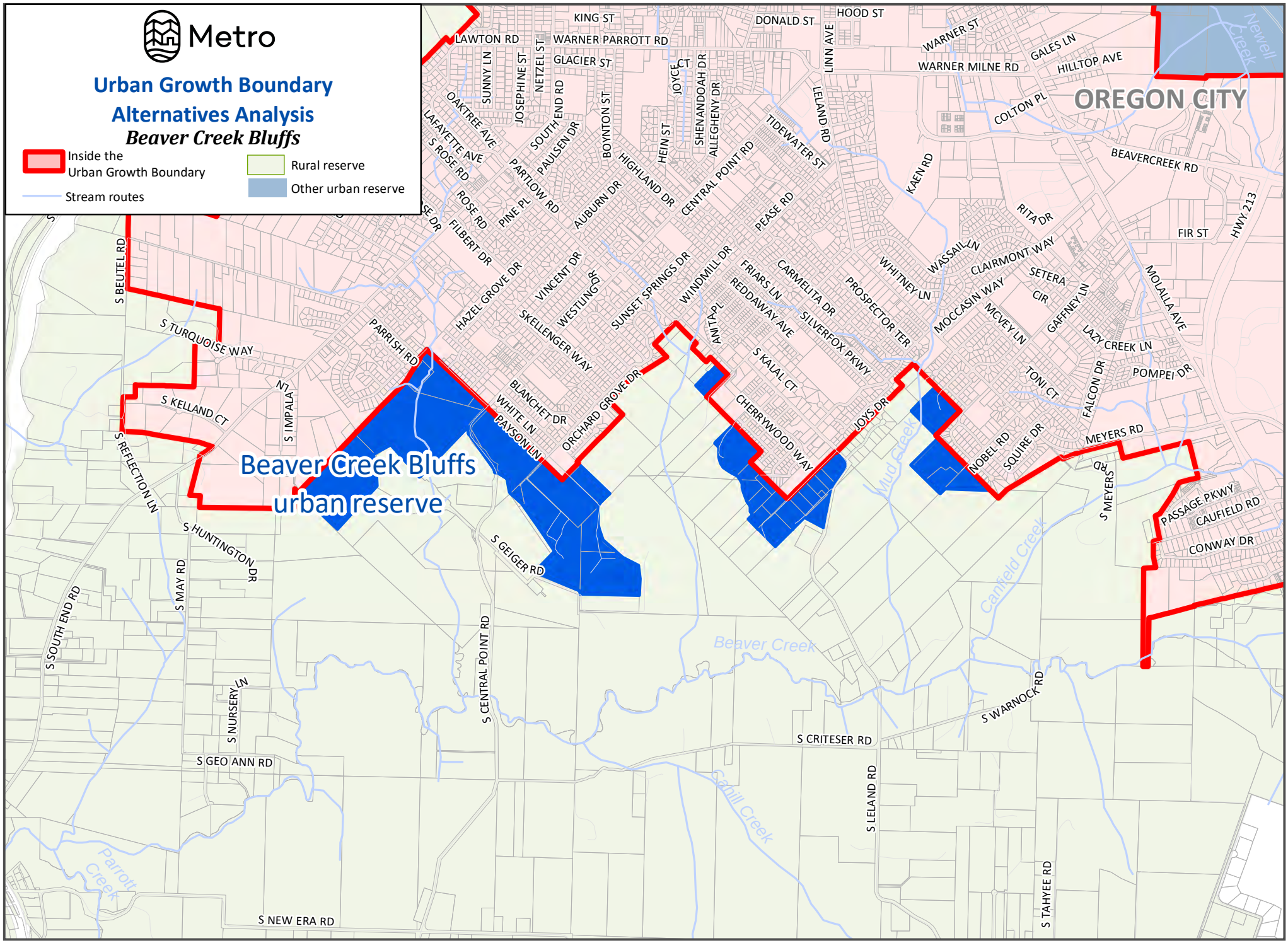
tributary to Beaver Creek that flows through the center of the westernmost subarea. There is a 1.5 acre wetland along this stream corridor. There also appears to be an additional pond in this area. A smaller amount of riparian habitat is located along a small section of Mud Creek in the easternmost subarea. Regionally significant upland habitat occurs primarily along the steeper slopes of the bluffs that form the southern boundary of the reserve subareas, although there are some larger pockets on the flatter portions of the sub-areas. Oregon City has adopted a riparian habitat protection program that is compliant with Metro's Title 13 Nature in Neighborhoods. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat 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. As the western sub-area is small it is possible that a transportation connection is not needed.

Contribution to the purposes of Centers and Corridors

The Oregon City Regional Center is the closest 2040 designated center to the Beaver Creek Bluffs urban reserve area. The Regional Center serves Oregon City, Clackamas County and some neighboring cities to the south. The regional center is linked to the reserve area by S Central Point Road and S Linn Road (3.1 miles) and S Leland Rd and S Linn Rd (3.1 miles). There is no transit service between the Regional Center and the reserve area. There is one 2040 designated corridor that is outside the Regional Center in Oregon City and runs along 7th Street and Molalla Ave between the Regional Center and Clackamas Community College. The corridor is mostly built out with a mixture of single family homes, small commercial businesses and larger commercial retail uses and is almost two miles away from the middle sub-area through a series of local streets.

The city's plans for the 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 center is also home to Willamette Falls and the Willamette Falls Legacy Project, a public/private partnership working to connect the Falls to downtown through the development of housing, public spaces, habitat restoration, education and employment opportunities. Metro's 2017 State of the Centers Atlas shows a very low population, people per acre, total employees and dwelling units per acre when compared with other regional centers. 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.

Urbanization of the Beaver Creek Bluffs urban reserve area will not contribute to the vision or the purpose of the Oregon City Regional Center. The reserve area is too small and isolated from the Regional Center to support the need for more people to meet a higher level of activity. Likewise urbanization of the reserve area will not have an impact on the corridor as the area is too small and isolated from the corridor. In addition there is a significant amount of underdeveloped land within the city that provides a better opportunity for supporting the Regional Center and corridor.



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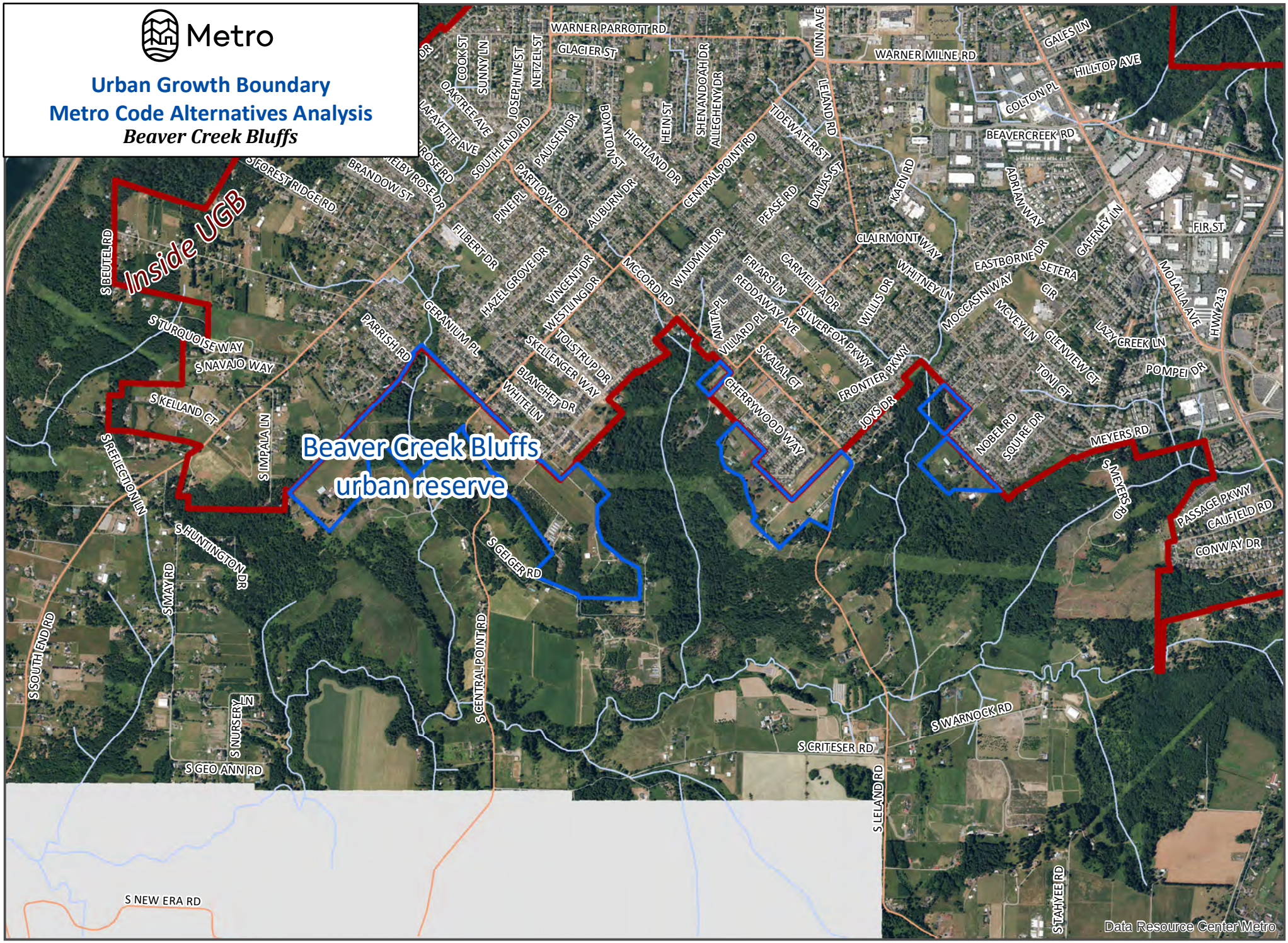
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Beaver Creek Bluffs



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BENDEMEER URBAN RESERVE AREA

Total Acres	577	Total Constrained Acres	535
Gross Vacant Buildable Acres	275	Net Vacant Buildable Acres	209

General Description (see attached map)

The Bendemeer Urban Reserve Area is an irregular shaped area located north of NW West Union Road between NW Bendemeer Road and NW 185th Ave. The UGB forms the eastern and southern boundary and rural reserves are to the west and north. Holcomb Creek and Holcomb Lake form a portion of the northern edge of the reserve area. Access to the area is provided by NW West Union Road, NW Cornelius Pass Road, and NW 185th Ave.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the eastern and southern boundary of the urban reserve area. Holcomb Creek, Holcomb Lake and Rock Creek provide a natural feature that marks the transition between urban and rural lands for three-quarters of the northern boundary of the reserve area, 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 area to provide a transition zone between urban and rural lands. Along the western edge of the reserve area is a 100 foot right-of-way parcel owned by the Oregon Department of Transportation. This right-of-way parcel could provide a transition between urban and rural lands if it stays in a natural state, or if it was transformed to a trail corridor. Overall there are natural features that provide a transition between urban and rural land for the majority of the urban-rural edge of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 91 acres of land mainly along Holcomb Creek, Holcomb Lake and Rock Creek. Additional habitat areas are located along four unnamed tributaries to the two main streams, which divide the reserve area into small developable sections of land. The City of Hillsboro, the expected governing body for the reserve area, has adopted riparian habitat protection measures in compliance with Metro's Title 13 program through the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to adopt upland wildlife habitat protection measures that also comply with Title 13, which does allow for impacts to the habitat areas. A Metro owned open space parcel will provide a high level of protection for some of the habitat along Rock Creek and also limit any transportation connections 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 area are less susceptible to impacts as the land to the north is rural reserve and no transportation connections are needed to the north. The divided nature of the reserve area does make some of the habitat areas along the tributaries more susceptible to impacts due to needed transportation connections. Overall urbanization can occur with moderate to high avoidance of 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.

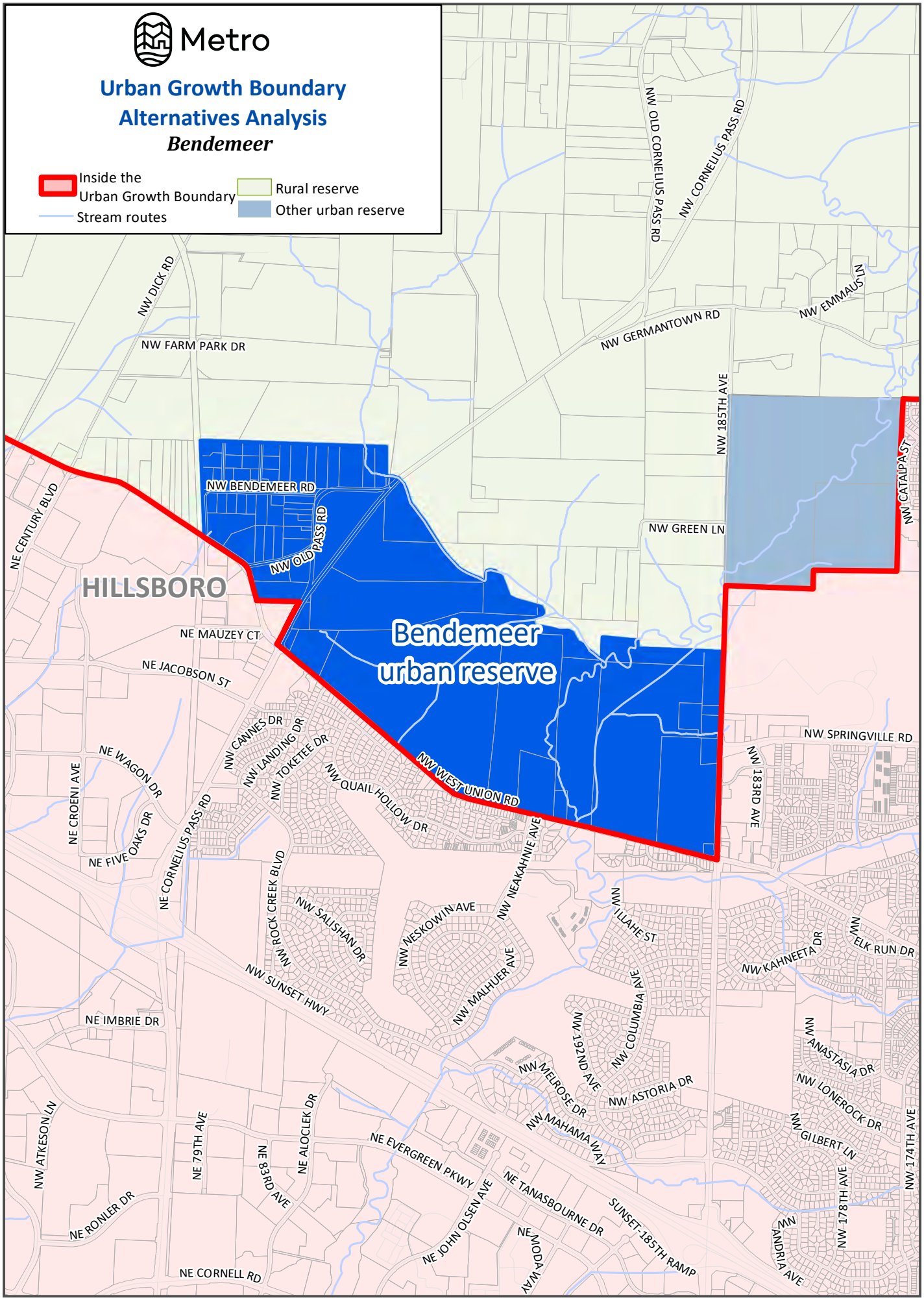
Contribution to the purposes of Centers and Corridors

The Bethany Town Center and the Tanasbourne/Amber Glen Regional Center are both about 1.25 miles away. Bethany Town Center is accessed via NW West Union Road and NW Laidlaw Road and the Tanasbourne/Amber Glen Regional Center is accessed via NW 185th Ave. Both centers are served by TriMet bus lines and the regional center is also served by the MAX Light Rail. There is a transit connection between the Tanasbourne/Amber Glen Regional Center and the reserve area. There is a trail connection from the Bethany Town Center that runs within 600 feet of the reserve area. There are two 2040 designated corridors adjacent to the reserve area. The first corridor is along NW 185th Ave from NW Springville Road south to Highway 26. The 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 Ave and NW Kaiser Road. Similarly this corridor is composed mainly of single-family homes with a few multi-family developments and Portland Community College – Rock Creek.

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, commercial retail and a small amount of employment including a Providence Medical facility. Metro's 2017 State of the Centers Atlas shows it has average people per acre and a slightly higher than average number of dwelling units per acre when compared with other town centers in the region. Bethany also scores very high in parks access and high in sidewalk and bike route density. The Tanasbourne/Amber Glen Regional Center is a mixture of higher density residential, employment, commercial retail and institutional

uses including a Kaiser Permanente Hospital and an Oregon Health Sciences University research facility. Metro's 2017 State of the Centers Atlas shows a high level of employees and total population, slightly higher dwelling units per acre and average people per acre when compared to other regional centers in the region.

Urbanization of the reserve area will not contribute to the vision and purpose of the Tanasbourne/Amber Glen Regional Center due to the relative small size of the area. In addition, the significant amount of higher density development already within the regional center and the location of the regional center south of Highway 26 and adjacent to the Streets at Tanasbourne shopping area already make it a sub-regional draw. Likewise, urbanization of the reserve area will not contribute to the vision and purpose of the Bethany Town Center as the center is mostly built out with an appropriate mix of successful uses and the build out of the North Bethany area will have more of an impact on the Town Center than this urban reserve. Urbanization of the reserve area also will not contribute to the purpose of the two corridors as they are already built out with residences and institutional uses.



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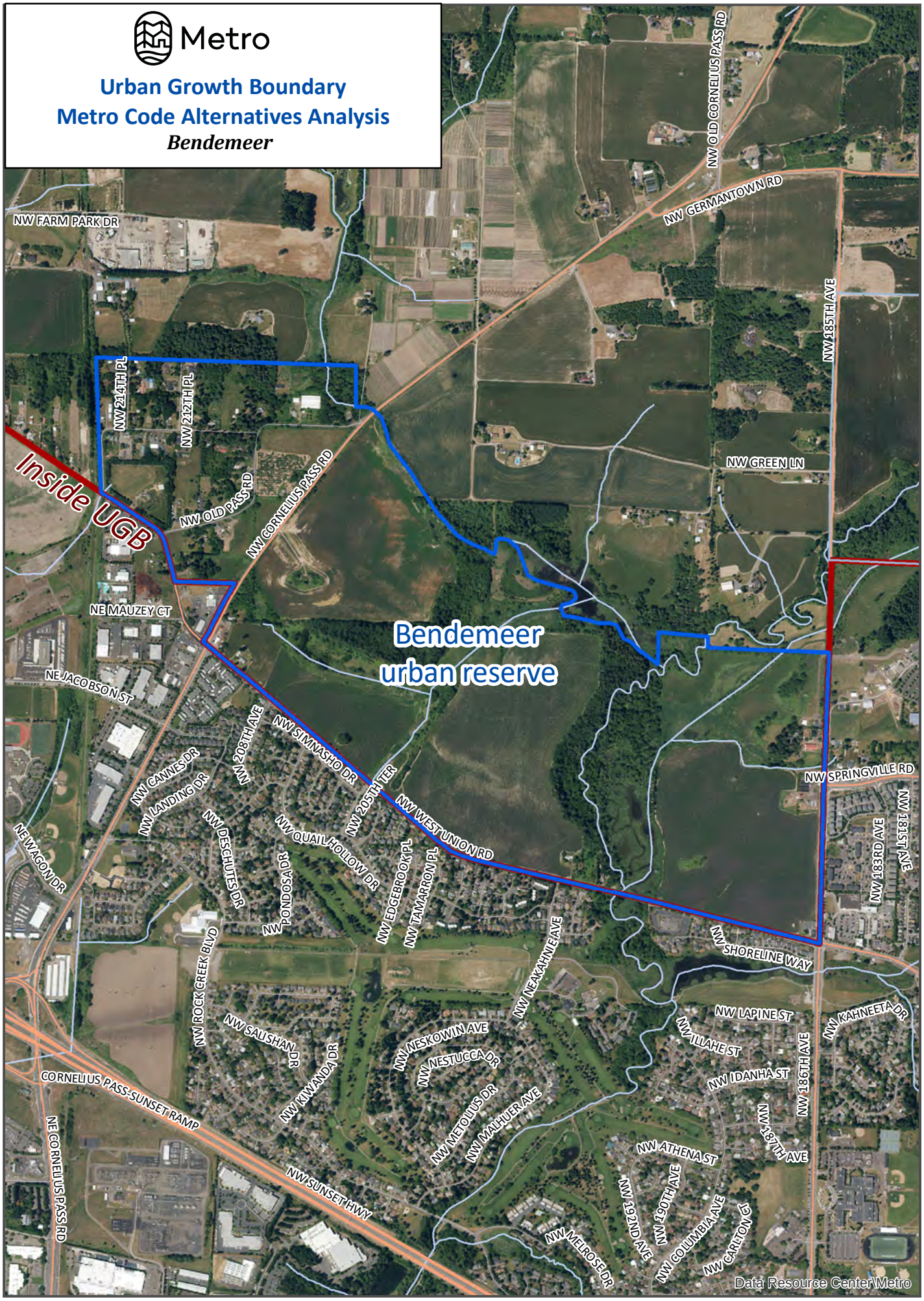
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Bendemeer



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BETHANY WEST URBAN RESERVE AREA

Total Acres	170	Parcel Acres	166
Gross Vacant Buildable Acres	97	Net Vacant Buildable Acres	74

General Description (see attached map)

The Bethany West Urban Reserve Area is a very small square shaped area on the north side of the Portland Community College Rock Creek campus. The UGB forms the boundary on the southern and eastern edges and rural reserves are to the west and north. Access to the area is provided by NW 185th Ave and NW Shackelford Road in North Bethany.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the eastern and southern boundaries of the urban reserve area. NW 185th Ave provides the edge between urban and rural land to the west. Even assuming that NW 185th Ave 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 urban reserve area along both of these edges. Overall there are no natural or built features that provide a transition between urban and rural lands for the urban-rural edges of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership covers 70 acres of land and is focused on Rock Creek and an unnamed tributary. The entire habitat area is located in the southeastern to northeastern portion of the reserve area with riparian habitat being the dominant type. Washington County, the current governing body for the

reserve area, has adopted riparian habitat protection measures in compliance with Metro's Title 13 program through the Tualatin Basin Natural Resource Coordinating Committee's protection program. The County will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. Additional significant habitat is on land owned by Portland Community College, which should result in extra protection for the resources. As the riparian and upland habitat is located in one section of the reserve area, urbanization can occur in the remaining portion of the area while avoiding the significant habitat areas, with the exception of an expected road connection from North Bethany along NW Shackelford Road that will need to cross Rock Creek.

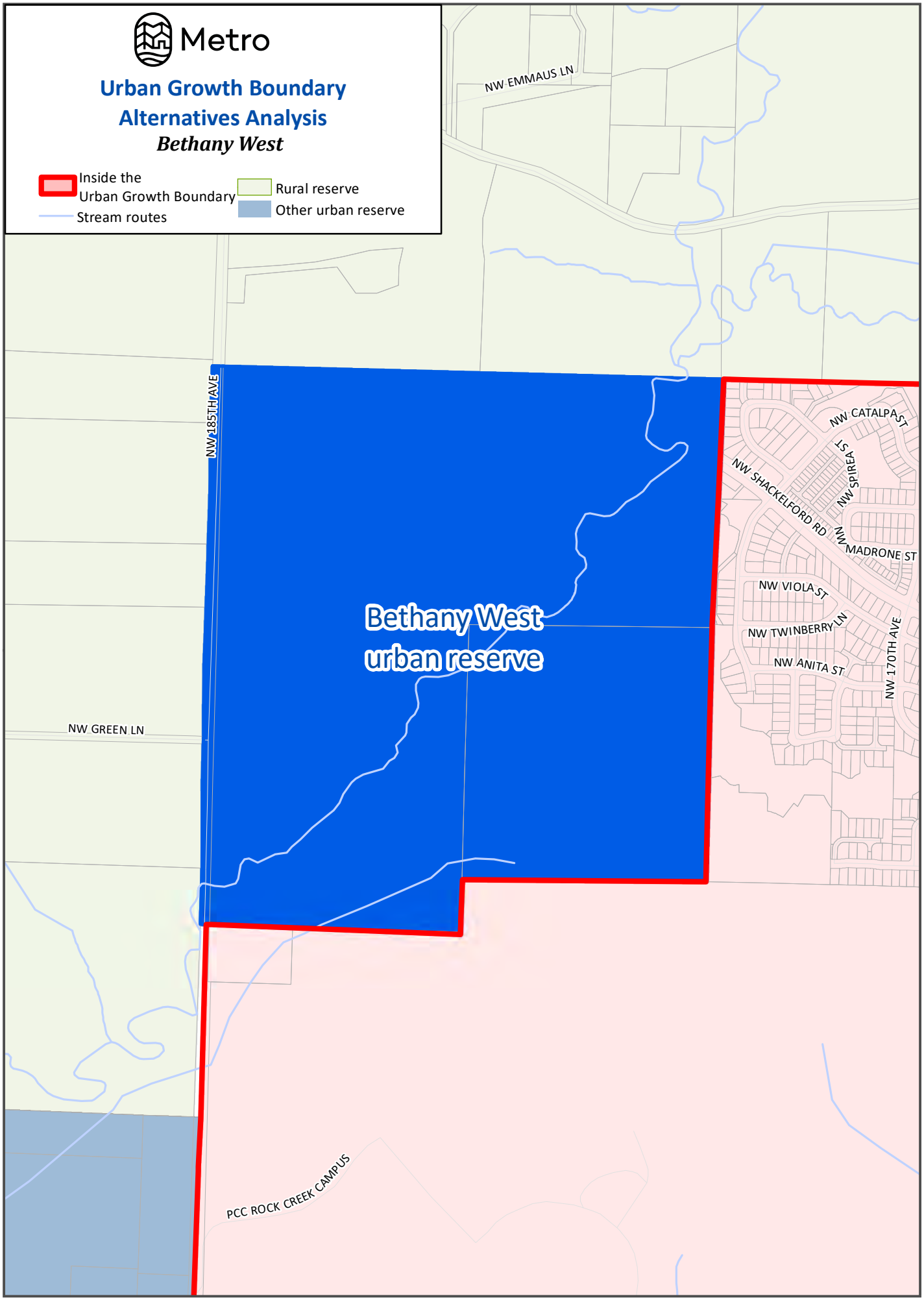
Contribution to the purposes of Centers and Corridors

The Bethany Town Center and the Tanasbourne/Amber Glen Regional Center are both about two miles away. Bethany Town Center is accessed via NW 185th Ave, NW West Union Road and NW Laidlaw Road and the Tanasbourne/Amber Glen Regional Center is accessed via NW 185th Ave. Both centers are served by TriMet bus lines and the regional center is also served by the MAX Light Rail. There is a transit stop about a ½ mile from the reserve area that connects to the Tanasbourne/Amber Glen Regional Center. There are two 2040 designated corridors near the reserve area. The first corridor is along NW 185th Ave from NW Springville Road south to Highway 26. The 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 18th Ave and NW Kaiser Road. Similarly this corridor is composed mainly of single-family homes with a few multi-family developments and Portland Community College – Rock Creek.

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 Bethany Town Center is almost completely built out with a mixture of housing types, commercial retail and a small amount of employment including a Providence Medical facility. Metro's 2017 State of the Centers Atlas shows it has average people per acre and a slightly higher than average number of dwelling units per acre when compared with other town centers in the region. Bethany also scores very high in parks access and high in sidewalk and bike route density. The Tanasbourne/Amber Glen Regional Center is a mixture of higher density residential, employment, commercial retail and institutional uses including a Kaiser Permanente Hospital and an Oregon Health Sciences University research facility. Metro's 2017 State of the Centers Atlas shows a high level of employees and total population, slightly higher dwelling units per acre and average people per acre when compared to other regional centers in the region.

Urbanization of the reserve area will not contribute to the vision and purpose of the Tanasbourne/Amber Glen Regional Center or the Bethany town Center due to the very small size of the area. In addition, the significant amount of higher density development already within the regional center and the location of the regional center south of Highway 26 and adjacent to the Streets at Tanasbourne shopping area already make it a sub-regional draw. The Bethany Town Center is mostly built out with an appropriate mix of successful uses and the build out of the North Bethany area will have more of an impact on the Town Center than this very small urban reserve.

Urbanization of the reserve area also will not contribute to the purpose of the two corridors as they are already built out with residences and institutional uses.



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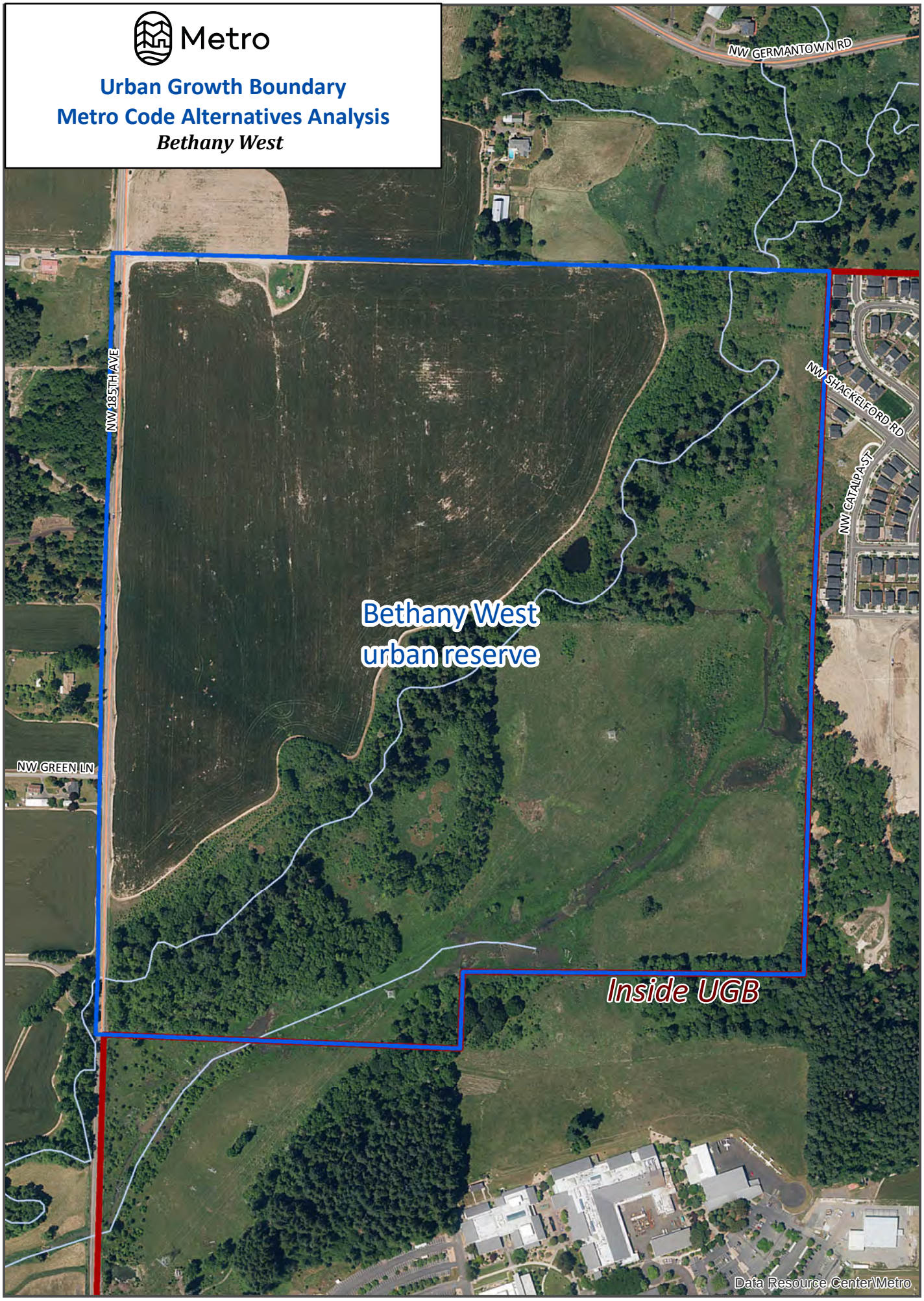
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Bethany West



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BORLAND URBAN RESERVE AREA

Total Acres	1,354	Parcel Acres	1,170
Gross Vacant Buildable Acres	508	Net Vacant Buildable Acres	385

General Description (see attached map)

The Borland Urban Reserve Area is a large irregular shaped area that straddles Interstate 205 along SW Borland Road and is 1,354 acres in size. The UGB forms the eastern boundary and a portion of the western boundary with the Tualatin River forming the northern edge. The land north of the Tualatin River and the land south and west of SW Stafford Road is urban reserve. Athey Creek and Fields Creek along with numerous other streams flow north through the reserve area to the Tualatin River. The area is generally flat with some slopes greater than 10% along the stream corridors and very minor areas of slopes greater than 25%. Access to the area is provided by SW Borland Road and SW Stafford Road.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the western and eastern boundaries of the urban reserve area. The Tualatin River provides a natural feature that marks the transition between urban and rural lands on the north side of the reserve area. A combination of steep forested slopes and homeowner association land provides a transition between urban and rural lands for almost the entire southern edge of the reserve area. Many of the adjacent rural residences in this location are 200-300 feet above the land in the urban reserve area. Additional buffers will need to be incorporated into the planning and design of the urban reserve area in a few locations along the southern edge to provide a clear transition from urban to rural uses. Overall there are natural features along the vast majority of the urban-rural edge to mark the transition between urban and rural lands.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 233 acres and is focused on the Tualatin River and the numerous stream corridors that flow north through the reserve area to the river. The locations of these streams tend to divide the reserve area into smaller unconstrained areas of land. The City of Tualatin, one of the likely governing bodies for the reserve area, has adopted riparian habitat protection measures in compliance with Metro's Title 13 program through the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. Likewise, the City of West Linn, the other likely governing body for the reserve area, has adopted riparian habitat protection measures in compliance with Metro's Title 13 program. The City will also need to develop an upland habitat protection program that also complies with Title 13. Some of the stream corridors have adjacent steep slopes which will provide an additional level of protection for the riparian habitat areas. However the stream corridors are susceptible to impacts related to transportation connections needed to link the different sections of unconstrained land together. Overall urbanization could occur with low to moderate avoidance riparian and upland habitat depending on the number of transportation connections needed to stitch the developable areas together.

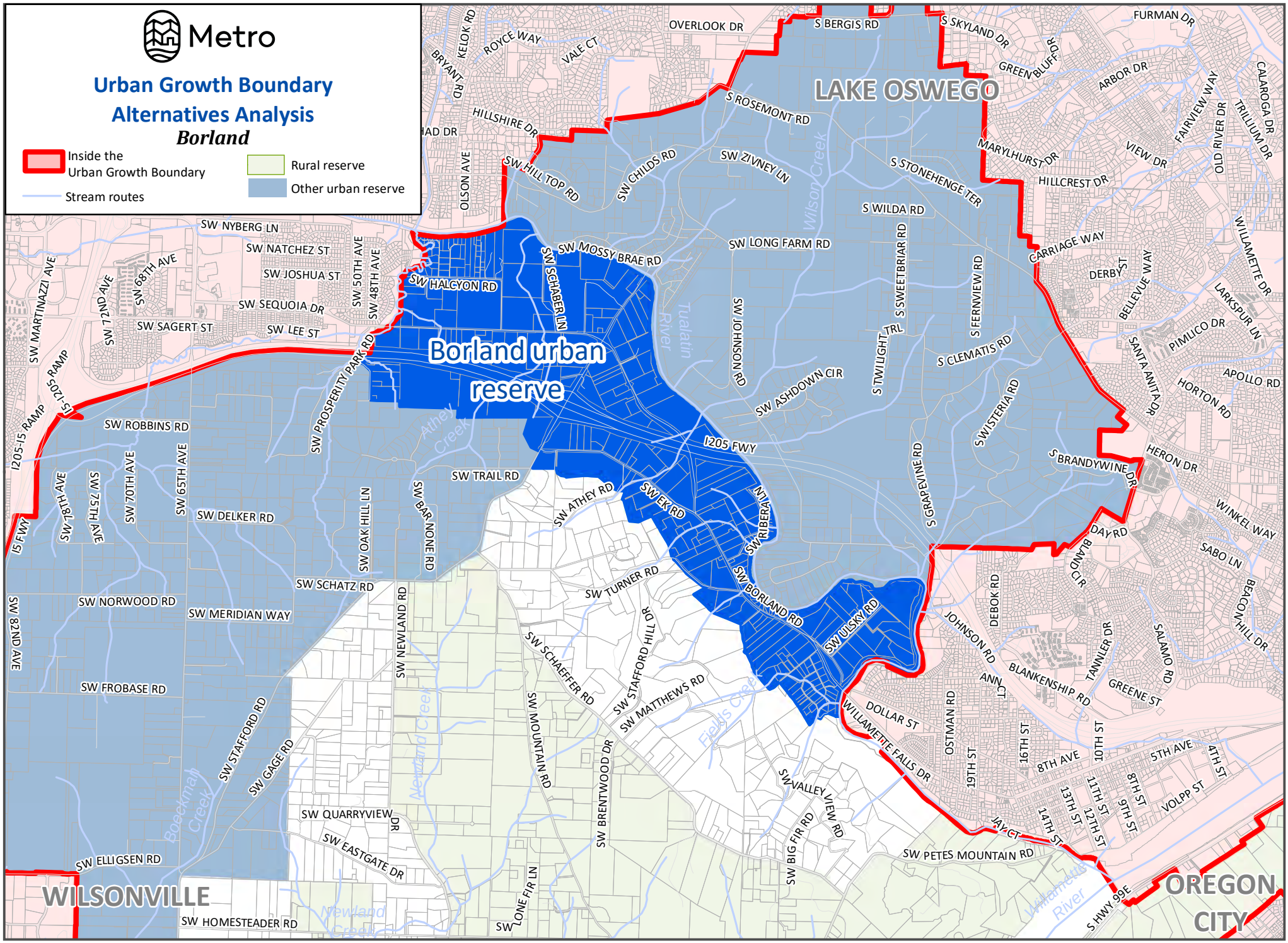
Contribution to the purposes of Centers and Corridors

Given the long linear shape of the reserve area, the east and west ends of the area are near two different 2040 designated centers. The eastern portion of the reserve area is just over a mile from the West Linn Willamette Town Center via Willamette Falls Drive. The Town Center is mostly built out with only a few parcels of undeveloped land available, mostly 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, employees, people per acre and dwelling units per acre when 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 area via SW Borland Road, SW Sager Street and SW Boones Ferry Road. The Town Center's central feature is the Lake at the Tualatin Commons development that includes residences, office and commercial uses surrounding a public plaza and walkway around the lake. The remainder of the Town Center is developed with numerous apartment complexes and a significant amount of auto oriented large scale commercial retail. 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 is average and the people per acre is low when compared to other town centers. The closest 2040 designated corridor to the reserve area is SW Boones Ferry Road in the Tualatin Town Center.

Urbanization of the reserve area will not contribute to the purpose of the Willamette Town Center as little is expected to change given the current success of the commercial street, the historic

district designation on a portion of the land and West Linn's desire to maintain the current development pattern. Likewise urbanization of the reserve area will not contribute to the purpose of the Tualatin Town Center or the SW Boones Ferry Road corridor given the distance between the two locations and the auto dominated environment of the Town Center along a major freight route to I-5.



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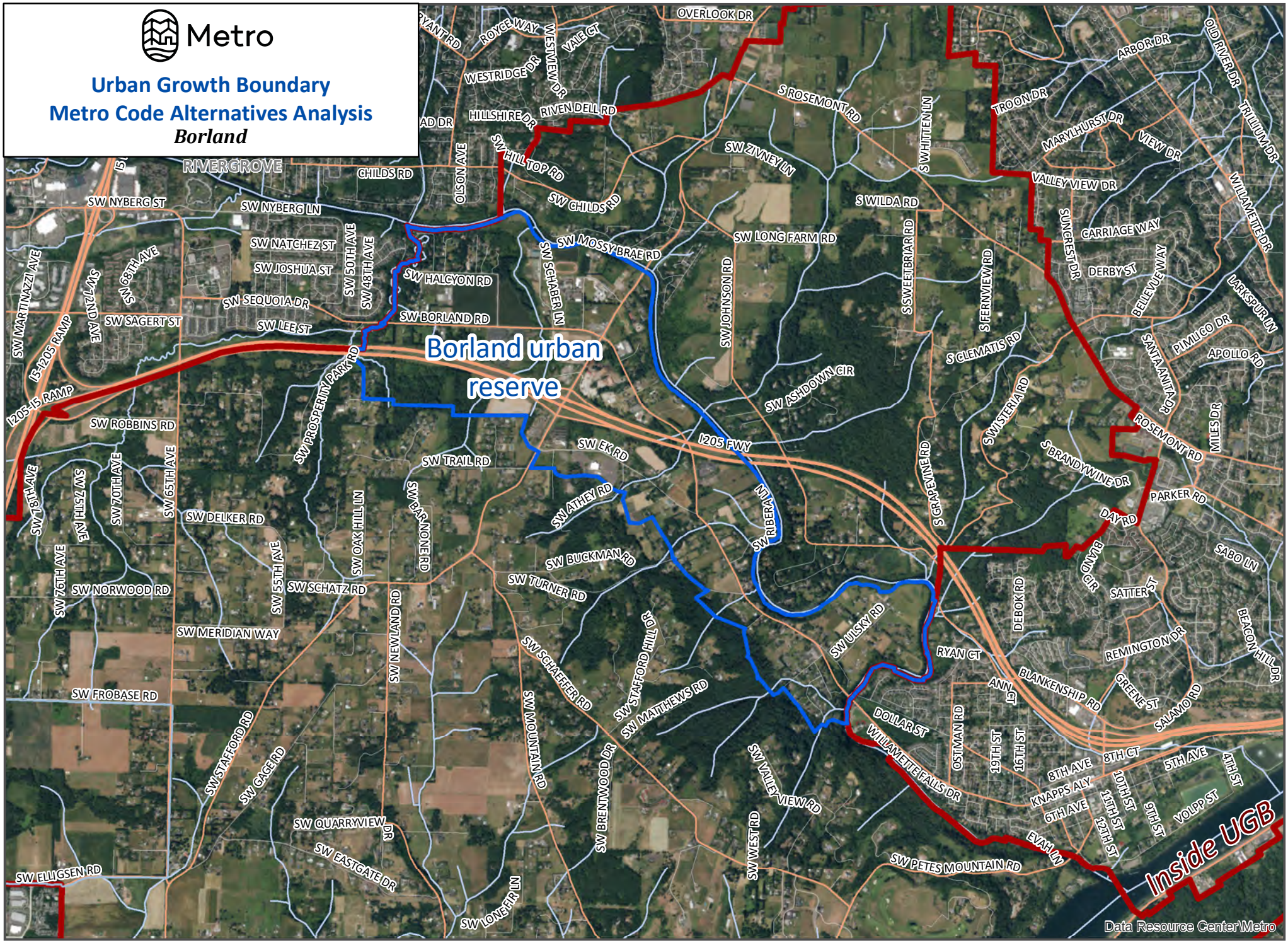
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Borland



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BROOKWOOD PARKWAY URBAN RESERVE AREA

Total Acres	53	Parcel Acres	39
Gross Vacant Buildable Acres	32	Net Vacant Buildable Acres	24

General Description (see attached map)

The Brookwood Parkway Urban Reserve Area is a very small area on the north side of Hillsboro located at the Brookwood Parkway/Highway 26 Interchange. The UGB forms the boundary on the eastern, southern and western sides and Highway 26 forms the edge to the north. Access to the area is provided by NW Meek Road, NW Oak Drive and NW Birch Ave.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the western, southern and eastern boundaries of the urban reserve area. The 330 foot right-of-way of Highway 26 provides a built feature that marks a clear transition between urban and rural lands to the north of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

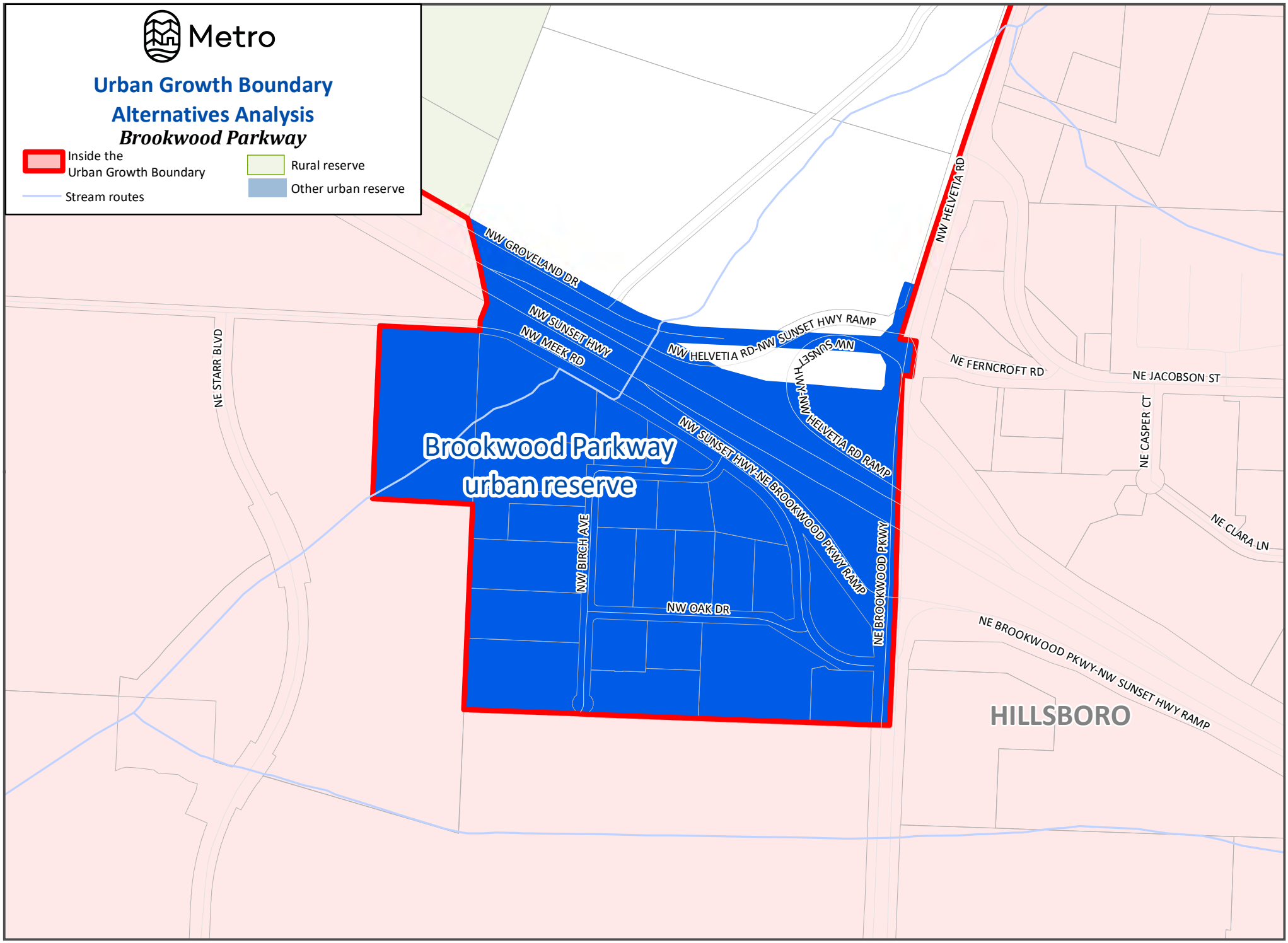
Regionally significant riparian habitat not constrained by steep slopes or in public ownership covers approximately 4.5 acres along Waible Gulch which flows through the northwest corner of the reserve area. The stream isolates a small corner of the reserve area that can be accessed from the adjacent land already inside the UGB. The City of Hillsboro has adopted riparian habitat protection measures in compliance with Metro's Title 13 program through the Tualatin Basin Natural Resource Coordinating Committee's protection program. Due to the isolated location of the habitat and the expected protection measures that will be in place prior to development, urbanization can occur while avoiding the regionally significant riparian habitat.

Contribution to the purposes of Centers and Corridors

The Orenco Town Center is the closest 2040 designated center to the reserve area at just under two miles away via NE Brookwood Parkway, NE Shute Road and NE Butler Street. The Tanasbourne/Amber Glen Regional Center is just shy of three miles away via NE Brookwood Parkway and NE Evergreen Parkway. Both centers are well served by transit including numerous TriMet bus lines and MAX Light Rail. There are no transit connections between the centers and the urban reserve area. The closest 2040 designated corridor is along NE Evergreen Parkway, which is 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.

The Orenco Town Center is essentially built out with a mixture of housing types and commercial retail uses. The center was built 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, people per acre and a much higher than average number of dwelling units per acre when compared with other town centers in the region. Orenco also scores very high in parks access and sidewalk and bike route density. The Tanasbourne/Amber Glen Regional Center is a mixture of higher density residential, employment, commercial retail and institutional uses including a Kaiser Permanente Hospital and an Oregon Health Sciences University research facility. Metro's 2017 State of the Centers Atlas shows a high level of employees and total population, slightly higher dwelling units per acre and average people per acre when compared to other regional centers in the region.

Given the urban reserve area 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 area will not 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 area, the significant amount of employment land near the two centers and the distance between the reserve area and the centers. Likewise urbanization of the reserve area will not contribute to the purpose of the corridor as it is already built out with employment uses that attract employees from across the region.



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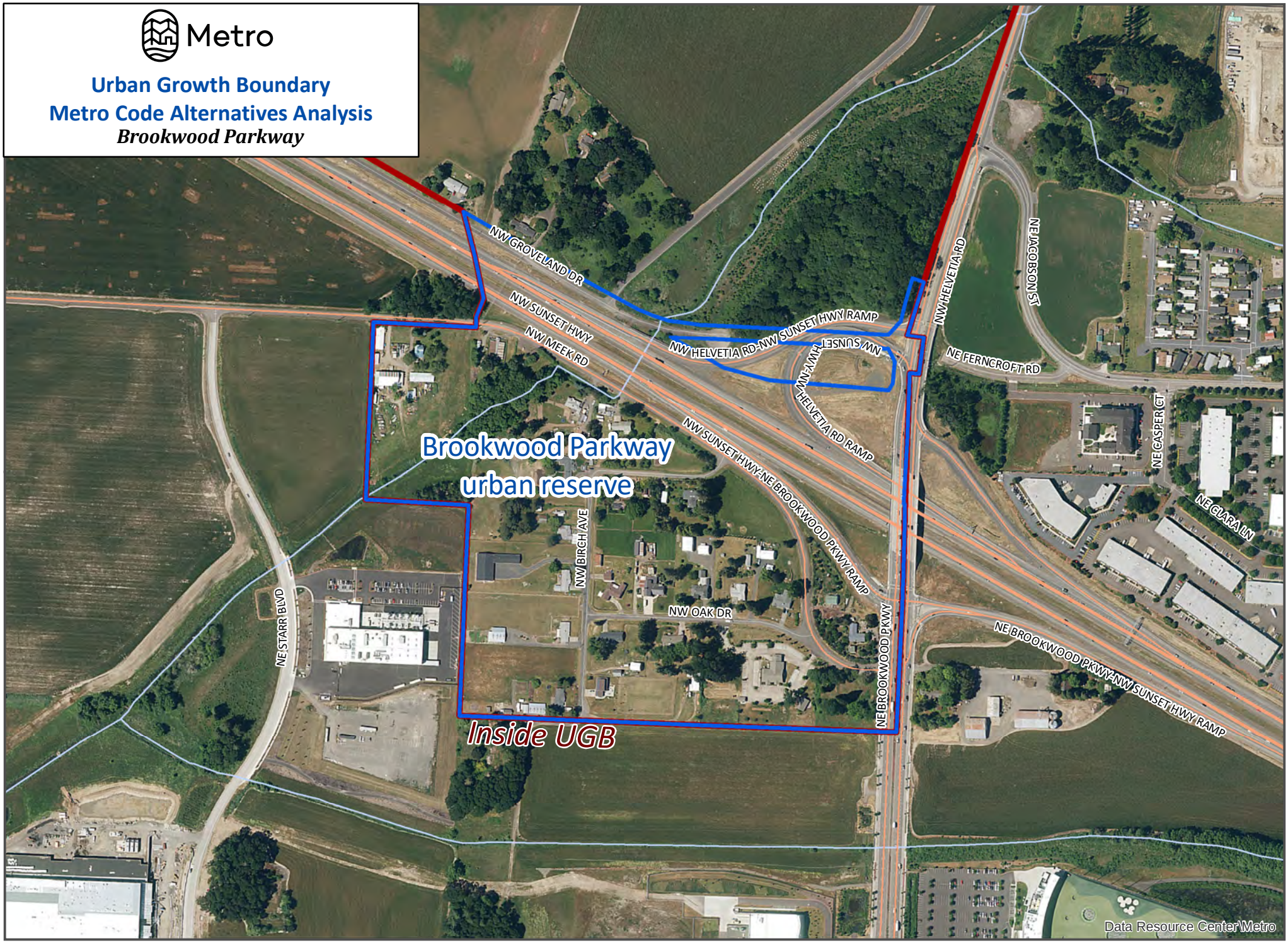
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Brookwood Parkway



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DAVID HILL URBAN RESERVE AREA

Total Acres	328	Parcel Acres	321
Gross Vacant Buildable Acres	180	Net Vacant Buildable Acres	137

General Description (see attached map)

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

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the eastern boundary of the urban reserve area. There are steep slopes along the western and southern edges of the reserve area that provides a natural feature transition zone between the urban uses and the rural lands in these two locations. Similarly there are steep slopes along most of the northern edge of the reserve area that provides a natural feature transition zone for a large portion of the rural lands to the north. Overall, there are existing natural features that provide a clear transition between urban and rural uses for almost the entire urban-rural edge of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

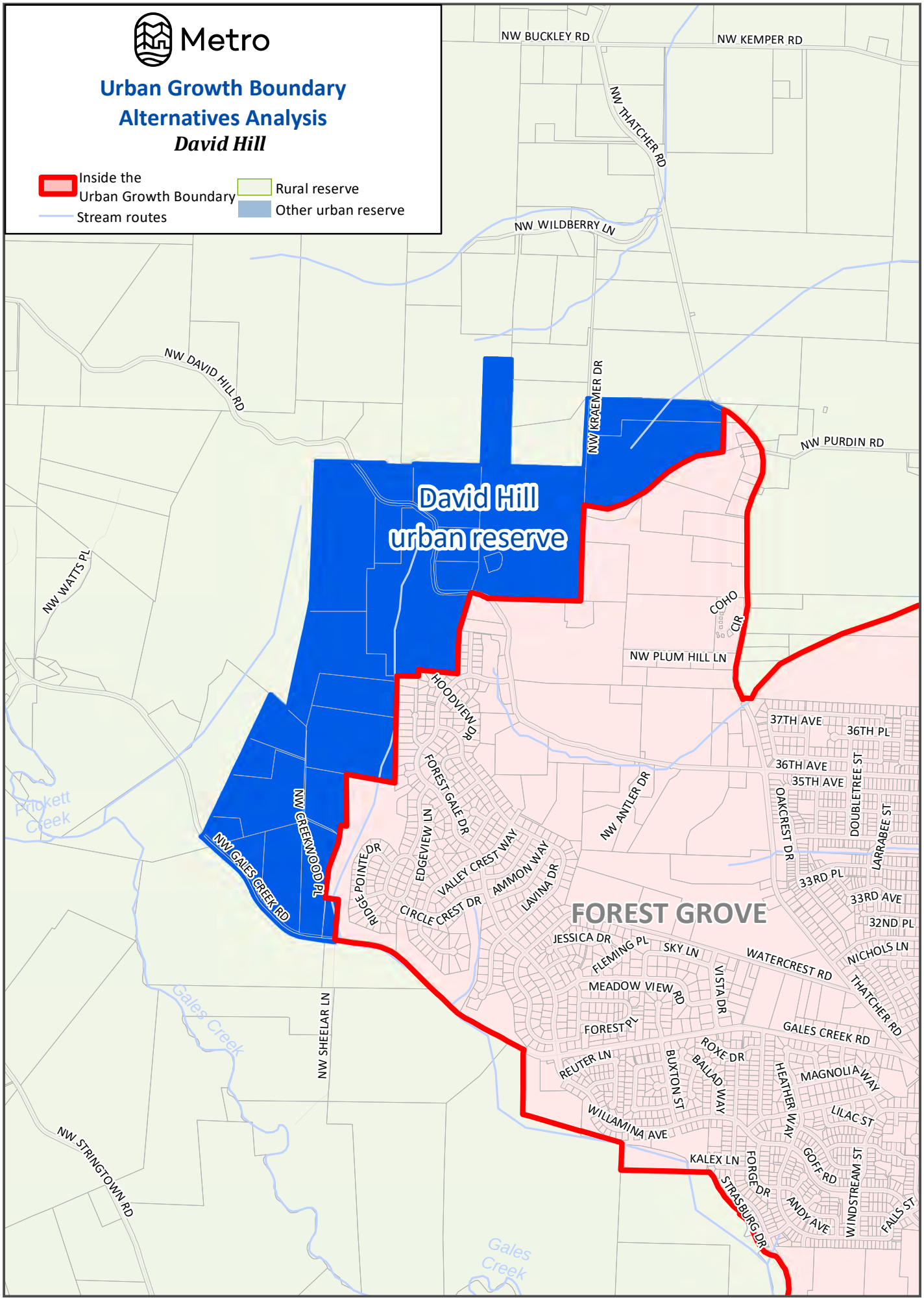
Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 46 acres with most of the habitat areas focused on two unnamed streams. A significant portion of the riparian habitat is located adjacent to steep slopes mainly along the edge

of the reserve area although one stream does extend up through the top center portion of the area. The location of the streams near the edge of the reserve area combined with the nearby steep slopes should provide some additional level of protection for that portion of the habitat area. There are two fairly large pockets of upland wildlife habitat that total about 29 acres located in the southern portion of the reserve area, although some of it appears to be a tree farm. The City of Forest Grove has adopted riparian habitat protection measures that are in compliance with Metro's Title 13 requirements as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. Overall urbanization can occur with a medium level of avoidance of regionally significant riparian and upland habitat depending on the design of the development, the need for transportation connections to NW Gales Creek Road and the determination of significance for some of the upland habitat areas.

Contribution to the purposes of Centers and Corridors

The Forest Grove Town Center is the closest 2040 designated center to the reserve area. The Town Center is approximately 2.5 miles away via NW Gales Creek Road, E Street, B Street and 19th Ave. The Town Center includes the historic downtown area that includes cultural and commercial retail amenities, civic buildings and the main campus of Pacific University, which encompasses a large portion of the Town Center. Recently a new 78-unit transit oriented/mixed use development opened in the Town Center. TriMet bus line 57 connects the Town Center to Cornelius and Hillsboro and the MAX Light Rail Line. GroveLink Loop provides transit services in and around the Town Center. Metro's 2017 State of the Centers Atlas shows a low number of dwelling units but a high people per acre compared to other town centers in the region, which can be attributed to the Pacific University students. The closest 2040 designated corridor extends from the Town Center along Pacific Ave to Cornelius. The corridor mostly contains a mix of small and large commercial retail uses with a small amount of residential uses and some undeveloped land near the Highway 47 intersection.

Urbanization of the reserve area will not contribute to the vision or purpose of the Forest Grove Town 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 Town Center. Redevelopment of these closer in areas would have more of an impact on the Town Center. Similarly urbanization of the reserve area will not contribute to the purpose of the corridor due to the great distance between the reserve area and the corridor and the potential of the underdeveloped land that is closer to the corridor.



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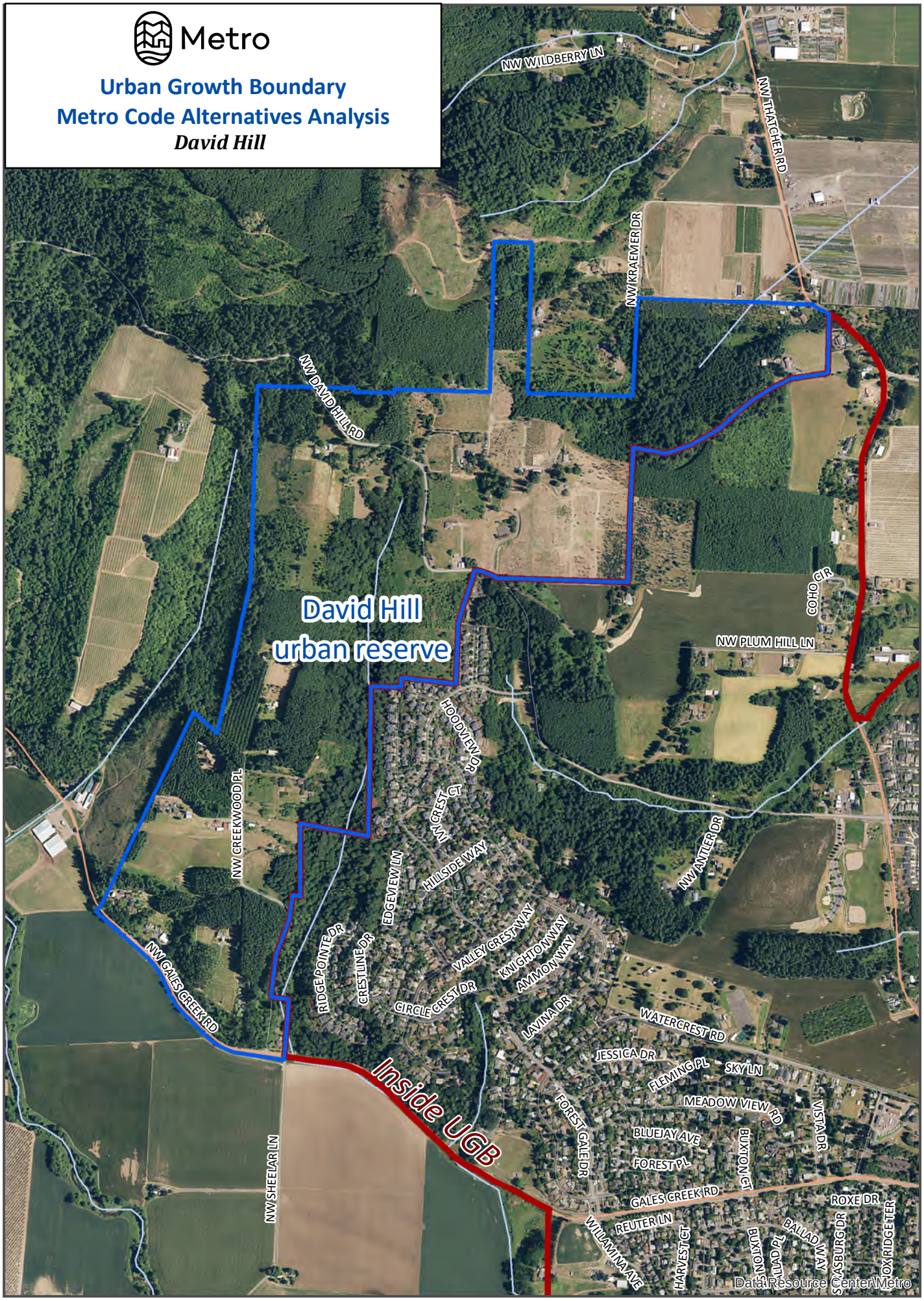
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
David Hill



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ELLIGSEN ROAD NORTH URBAN RESERVE AREA

Total Acres	633	Parcel Acres	588
Gross Vacant Buildable Acres	439	Net Vacant Buildable Acres	333

General Description (see attached map)

The Elligsen Road North Urban Reserve Area is a somewhat rectangular shaped area on the north side of Wilsonville that lies north of SW Elligsen Road, west of SW 65th Ave and south of SW Frobase Road and totals 633 acres. The UGB forms the western and southern boundaries with urban reserve land to the east and north. Interstate 5 borders a portion of the western edge of the reserve area. A tributary to Boeckman Creek flows south from the middle of the reserve area and then along SW Elligsen Road before crossing underneath to the farmland to the south. The reserve area contains a series of moderately steep hills with some slopes greater than 10% through the middle of the area. Access is provided by SW Elligsen Road, SW 65th Ave and SW Frobase Road.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the western boundary as well as a portion of the southern boundary of the urban reserve area. There are no natural or built features that mark a clear transition between the reserve area and the rural lands north of SW Frobase Road or east of SW 65th Ave. Similarly, there are no natural or built features that mark a clear transition between the reserve area 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 need to be incorporated into the planning and design of the urban reserve area along all of these roadways. However, the rural lands along all three of these edges are designated as urban reserve and may be included in the UGB in the future. Thus, any buffers that are incorporated into the planning and design for the reserve area should consider the potential for making urban form connections in the future. Overall, there are no existing natural or built features that provide a clear transition between urban and rural lands.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 118 acres with the vast majority (107 acres) being upland wildlife habitat that is composed of forested slopes in the central-western portion of the reserve area. Almost all of the riparian habitat is on relatively flat land and is impacted by active agricultural activities and could easily be impacted by future development as well. However this also situation also provides the opportunity for restoration of some of the impacted riparian habitat areas. The City of Wilsonville has adopted a riparian habitat protection program that is in substantial compliance with Metro's Title 13 Nature in Neighborhoods regulations. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. As most of the habitat area is on relatively flat land and the upland habitat portion occupies a significant block of land, some impact to the regionally significant fish and wildlife habitat would be expected to occur. This is especially true given the potential transportation network needed to provide connectivity within the reserve area and to adjacent urban reserve lands in the future. Overall, future urbanization could occur with low to moderate avoidance of regionally significant fish and wildlife habitat depending on the design of the development and transportation connectivity needs.

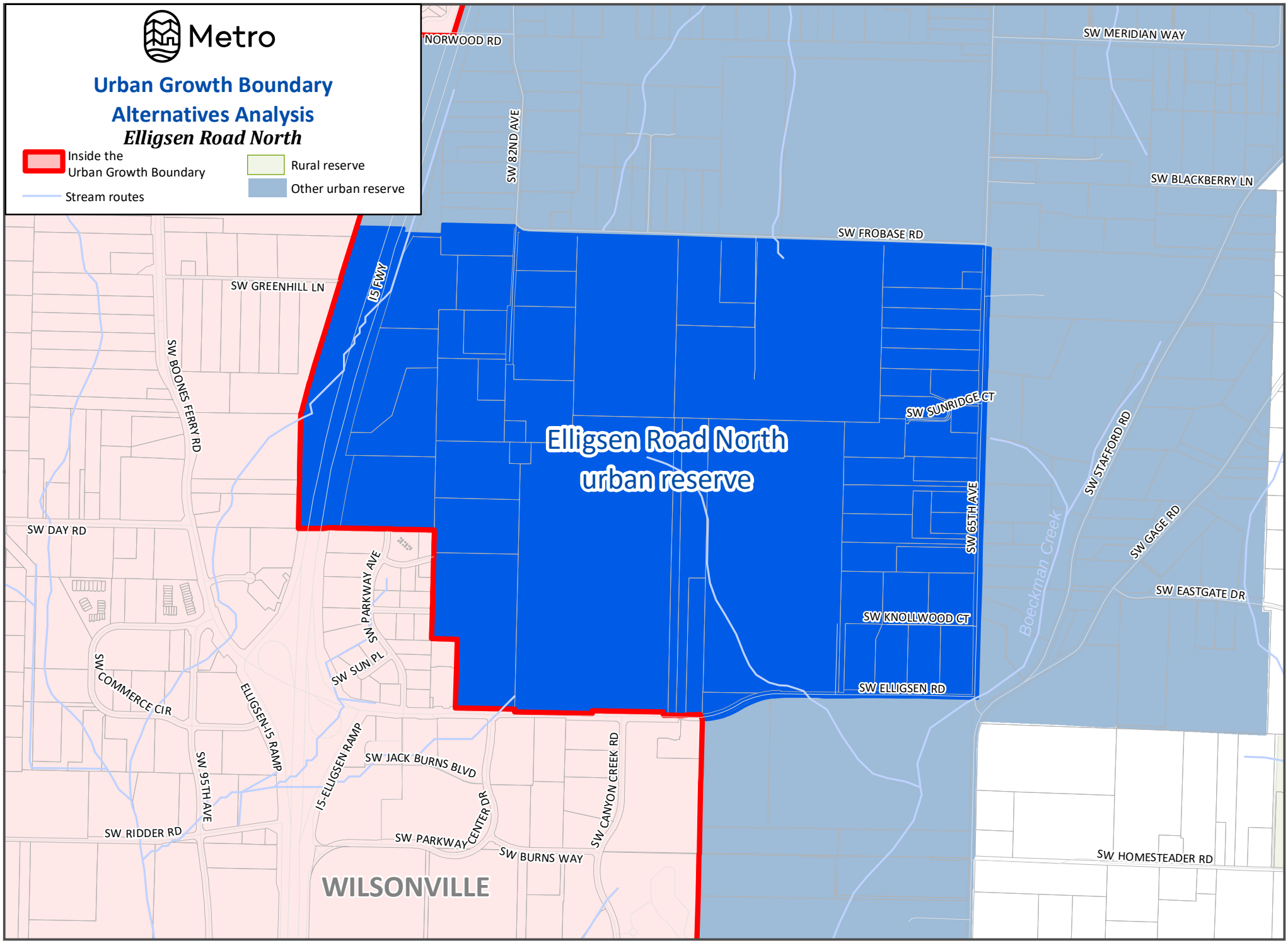
Contribution to the purposes of Centers and Corridors

The Wilsonville Town Center is the nearest 2040 center, located to the south of the reserve area. The Town Center is located east of I-5, is about 100 acres in size, and primarily serves the city. The Town Center is located a short distance from the terminus of the WES Commuter Rail line and is linked to the reserve area by SW Stafford Road/SW Wilsonville Road or by I-5 through the SW Elligsen Road interchange, both about a 2.75 mile trip. 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 adjacent to a small portion of the reserve area. There is one 2040 designated corridor in Wilsonville that runs along SW Elligsen Road west of I-5 and then south along SW Parkway Ave, which parallels I-5 on the east, to the Town Center. The corridor is mostly built out with commercial retail or employment uses with some single-family and multi-family residential near the Town Center. The corridor is less than 600 feet away from the reserve area along SW Elligsen Road.

The City of Wilsonville is currently developing a Town Center Plan that 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, fewer people and dwellings per acre than the regional town center average, and high access to parks.

The Elligsen Road North Urban Reserve Area was identified by Wilsonville as a location for long-term future urbanization. The City's 20 Year Look process (2007) identified this area for a potential mixture of employment and residential use. Urbanization of the reserve area will not 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 area. Likewise urbanization of the reserve area will not have an impact on the corridor as it is mostly developed with employment and retail commercial uses and the location of the Argyle Square Shopping Center adjacent to the reserve area.



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Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Elligsen Road North

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ELLIGSEN ROAD SOUTH URBAN RESERVE AREA

Total Acres	256	Parcel Acres	252
Gross Vacant Buildable Acres	214	Net Vacant Buildable Acres	162

General Description (see attached map)

The Elligsen Road South Urban Reserve Area is a rectangular shaped area on the east side of Wilsonville that lies west of SW Stafford Road and south of SW Elligsen Road and totals 256 acres. The UGB forms the western and southern boundary with undesignated land to the east and urban reserve land to the north. Boeckman Creek, which flows diagonally through the center of the urban reserve, splits the area into two evenly sized segments. The land is generally flat with some slopes greater than 10% along Boeckman Creek. Access to the area is provided by SW Stafford Road and SW Elligsen Road.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the western and southern boundary of the urban reserve area. There are no natural or built features that mark a clear transition between the reserve area and the rural lands to the north of SW Elligsen Road. Similarly, there are no natural or built features that mark a clear transition between the reserve area 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 reserve area along both of these edges. 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. Thus, any buffers that are incorporated into the planning and design of the reserve area should consider the potential for making urban form connections in this location in the future. Overall there are no natural or built features that provide a clear transition between the urban-rural edges of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves.

Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

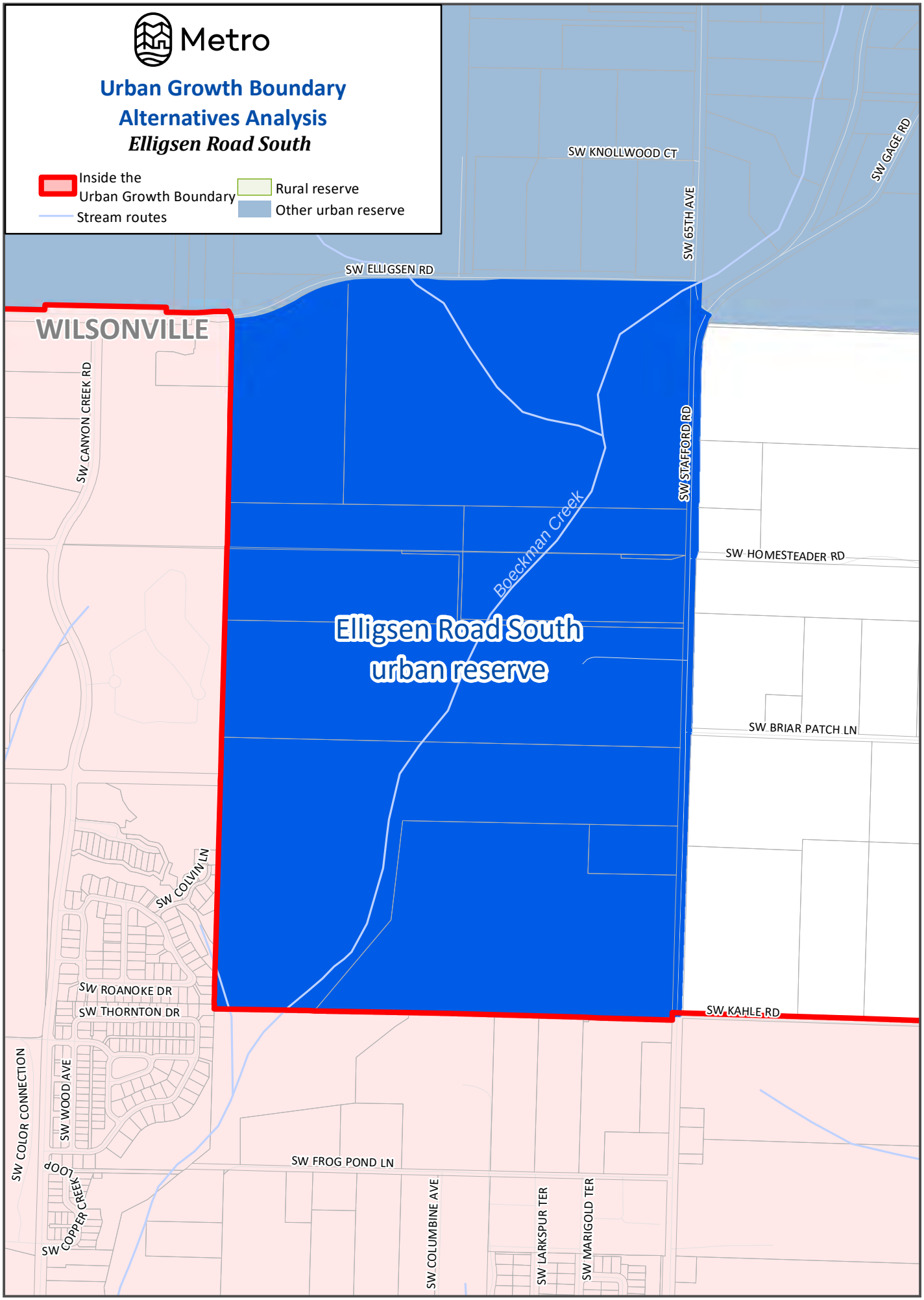
Regionally significant riparian habitat not constrained by steep slopes or in public ownership covers 16 acres of land all focused on Boeckman Creek and three tributaries. Steep slopes along the lower 1,700 feet of Boeckman Creek along with the power line easements provide additional protection or restrict development along this portion of the stream. The City of Wilsonville has adopted a riparian habitat protection program that is in substantial compliance with Metro's Title 13 Nature in Neighborhoods regulations, which does allow for impacts to habitat areas. The City's natural resource protection program will provide protection for the majority of the habitat areas but some impact is expected given the location of the stream in the middle of the reserve area and the need for a transportation network to provide connectivity within the reserve area and to adjacent lands already inside the UGB. Overall urbanization could occur with moderate to low avoidance of regionally significant riparian habitat depending on the level of impact related to transportation connections.

Contribution to the purposes of Centers and Corridors

The Wilsonville Town Center is the nearest 2040 designated center, located to the south of the reserve area. The Town Center is located east of I-5, is about 100 acres in size, and primarily serves the city. The Town Center is located a short distance from the terminus of the WES Commuter Rail line and is linked to the reserve area by SW Stafford Road/SW Wilsonville Road (2 miles) and SW Canyon Creek Road/SW Elligsen Road (2.1miles). SMART, the City of Wilsonville's bus service provides service through the Route 2X Barbour line between the Town Center and the Argyle Square Shopping Center which is approximately ½ mile from the reserve area. There is one 2040 designated corridor in Wilsonville that runs along SW Elligsen Road west of I-5 and then south along SW Parkway Ave, which parallels I-5 on the east side, to the Town Center. The corridor is about ½ mile away along SW Elligsen Road and is mostly built out with commercial retail or employment uses with some single-family and multi-family residential near the Town Center.

The City of Wilsonville is currently developing a Town Center Plan that 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, fewer people and dwellings per acre than the regional town center average, and high access to parks.

The Elligsen Road South Urban Reserve area was identified by Wilsonville as a location for long-term future urbanization. The City's 20 Year Look process (2007) identified this area for potential residential use. Urbanization of the reserve area will not contribute to the purpose and vision of the Town Center due to the distance between the two areas and the location of the nearby Argyle Square Shopping Center. Urbanization of the reserve area will not have an impact on the corridor that is mostly developed with employment and retail commercial uses, especially given the other employment and retail uses that are closer to the reserve area.



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Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Elligsen Road South

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GRAHAMS FERRY URBAN RESERVE AREA

Total Acres	203	Parcel Acres	200
Gross Vacant Buildable Acres	92	Net Vacant Buildable Acres	70

General Description (see attached map)

The Grahams Ferry Urban Reserve Area is a block shaped area on the west side of Wilsonville, east of SW Grahams Ferry Road that totals 203 acres in size. The UGB forms the southern and eastern boundaries of this primarily flat area. The area is served by SW Grahams Ferry Road and SW Tooze Road. The Coffee Lake Wetlands natural area owned by Metro, which is inside the UGB, is east of the reserve area.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the southern and eastern boundaries of the urban reserve area. Coffee Lake Creek, its associated floodplain and nearby forested areas provide a natural transition between the reserve area and the rural lands to the north and northwest. SW Grahams Ferry Road forms the western edge of the reserve area. Even assuming SW Grahams Ferry Road is built to an urban arterial level roadway, the road itself will not provide the needed transition area between urban and rural lands. Additional buffers will need to be incorporated into the planning and design of the reserve area to provide a clear transition from urban to rural uses along this western edge. Overall, there is a natural feature transition area between urban and rural lands for approximately half of the reserve area's urban-rural edge.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 67 acres with most of the habitat associated with the Coffee Lake Creek

stream corridor along the eastern edge of the reserve area. Within the reserve area is 100-year floodplain associated with this stream. There is both riparian and upland habitat identified in the south central portion of the reserve area, although it appears that the stream has been tiled or piped and the habitat area is being actively farmed. Adjacent to the east of the reserve area is a large 200 acre block of Metro owned natural area that is part of the Coffee Lake Wetlands complex.

The City of Wilsonville has adopted a riparian habitat protection program that is in substantial compliance with Metro's Title 13 Nature in Neighborhoods regulations. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. The City's protection program combined with the limited development potential within the 100-year flood plain that is along the stream corridor creates a buffer that can minimize the impacts future urbanization will have on regionally significant fish and wildlife habitat along the eastern edge of the area. The majority of the habitat area identified in the south central portion of the area has been removed through agricultural activity and manipulation of the stream corridor. Urbanization in this portion of the area will provide the opportunity to restore some of the habitat and stream corridor function. Overall, future urbanization can occur while avoiding the regionally significant habitat associated with Coffee Lake Creek and provides the opportunity for restoring some lost habitat.

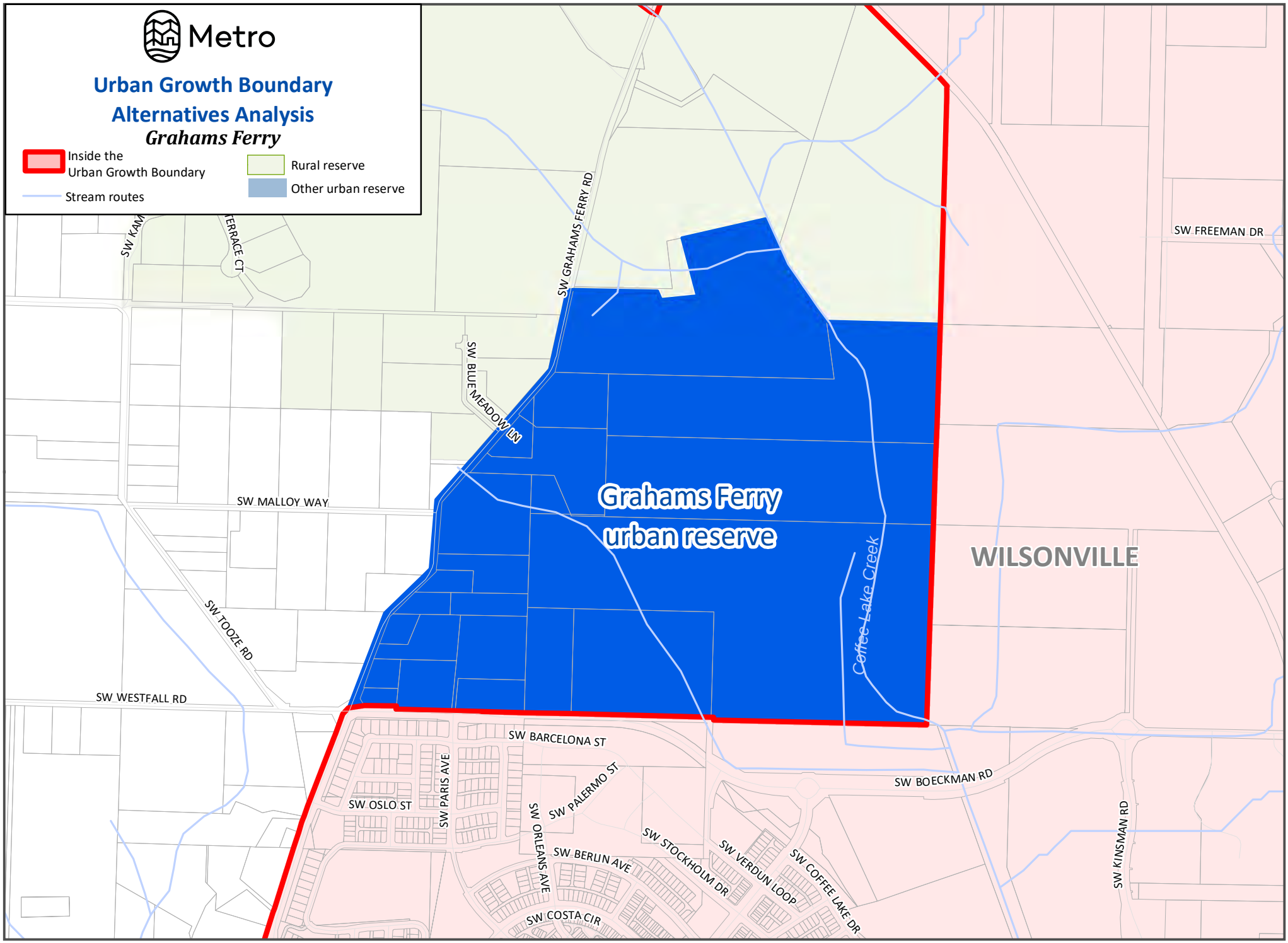
Contribution to the purposes of Centers and Corridors

The Wilsonville Town Center is the nearest 2040 center, located to the east of the reserve area. The Town Center is east of I-5, about 100 acres in size, and primarily serves the city. The Town Center is located a short distance from the terminus of the WES Commuter Rail line and is indirectly linked to the reserve area by a series of arterial roads (1.5 miles). SMART, the City of Wilsonville's bus service provides service between the Town Center and Villebois which is south of the reserve area through the Route 7 Villebois line. There is one 2040 designated corridor in Wilsonville that runs along SW Elligsen Road west of I-5 and then south along SW Parkway Ave, which parallels I-5 on the east, to the Town Center. The corridor is mostly built out with employment uses with some commercial retail on the north end and single-family and multi-family residential near the Town Center.

The City of Wilsonville is currently developing a Town Center Plan that 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, fewer people and dwellings per acre than the regional town center average, and high access to parks.

The Grahams Ferry Urban Reserve Area was identified by Wilsonville as a location for long-term future urbanization. The City's 20 Year Look process (2007) identified the area primarily for industrial use to build on development within the Coffee Creek industrial area and to take advantage of planned infrastructure additions. The area could provide some residential use if demand warrants. Urbanization of the reserve area is unlikely to contribute to the purpose and vision of the Wilsonville Town Center due to its distance from the Town Center and its potential industrial use. Urbanization of the reserve area will not contribute to the 2040 corridor as the

closest portion of the corridor is mostly developed with employment and multi-family residential uses and the commercial areas are located a greater distance away than the Town Center.



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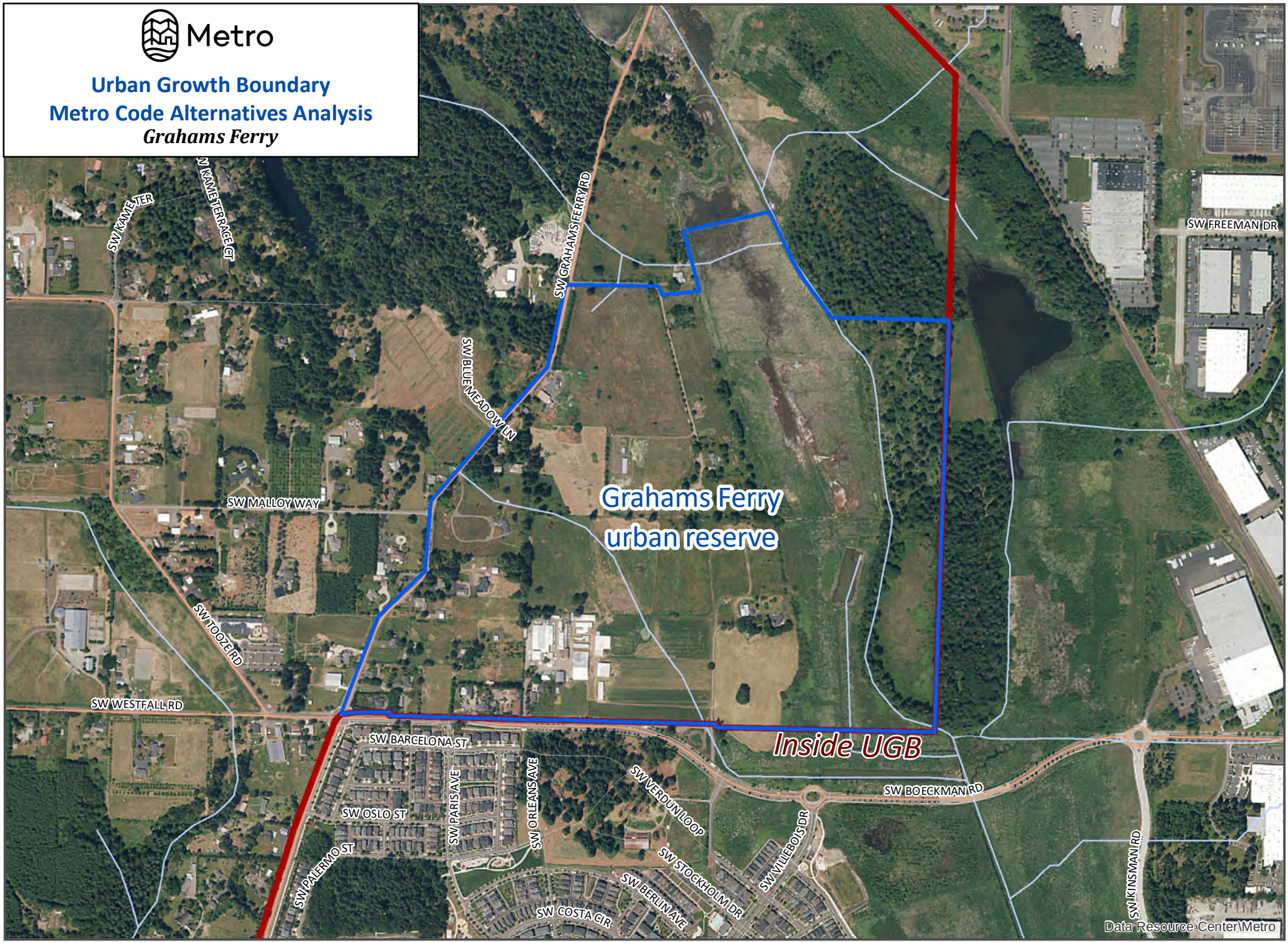
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Grahams Ferry



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GRESHAM EAST URBAN RESERVE AREA

Total Acres	857	Parcel Acres	802
Gross Vacant Buildable Acres	571	Net Vacant Buildable Acres	434

General Description (see attached map)

The Gresham East Urban Reserve is a boot-shaped area east of Gresham totaling 857 acres. The area is bounded by SE Lusted Road to the north, SE 302nd Avenue to the east and Johnson Creek to the south. The UGB forms the western edge. The urban reserve area is served by SE Lusted Road, SE 282nd Avenue, SE 302nd Avenue and by SE Orient Drive. It is primarily flat, with all slopes over 25% located along three of the four drainages that flow west through the area.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the western boundary of the urban reserve area. The South Fork of Beaver Creek is located just north of the reserve area and provides a clear transition area between the urban reserve and the rural lands further to the north. There are rural residences along the north side of SE Lusted Road; however there are some slight changes in topography in this area that helps provide a small buffer to the residences. Johnson Creek is located just south of the reserve area. While Johnson Creek itself is not within a ravine, the stream corridor combined with a hill south of SE Stone Road do provide a clear transition area between the area 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 beyond the road itself. Even assuming that 302nd Avenue develops to an urban collector level road in the future, the road itself will not provide a clear transition area between future urban and rural uses. Additional buffers will need to be incorporated into the planning of the urban reserve area to provide a clear transition from urban to rural uses along this east edge. Overall, just over half of the urban-rural edge has a natural feature that provides a clear transition between urban and rural lands.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

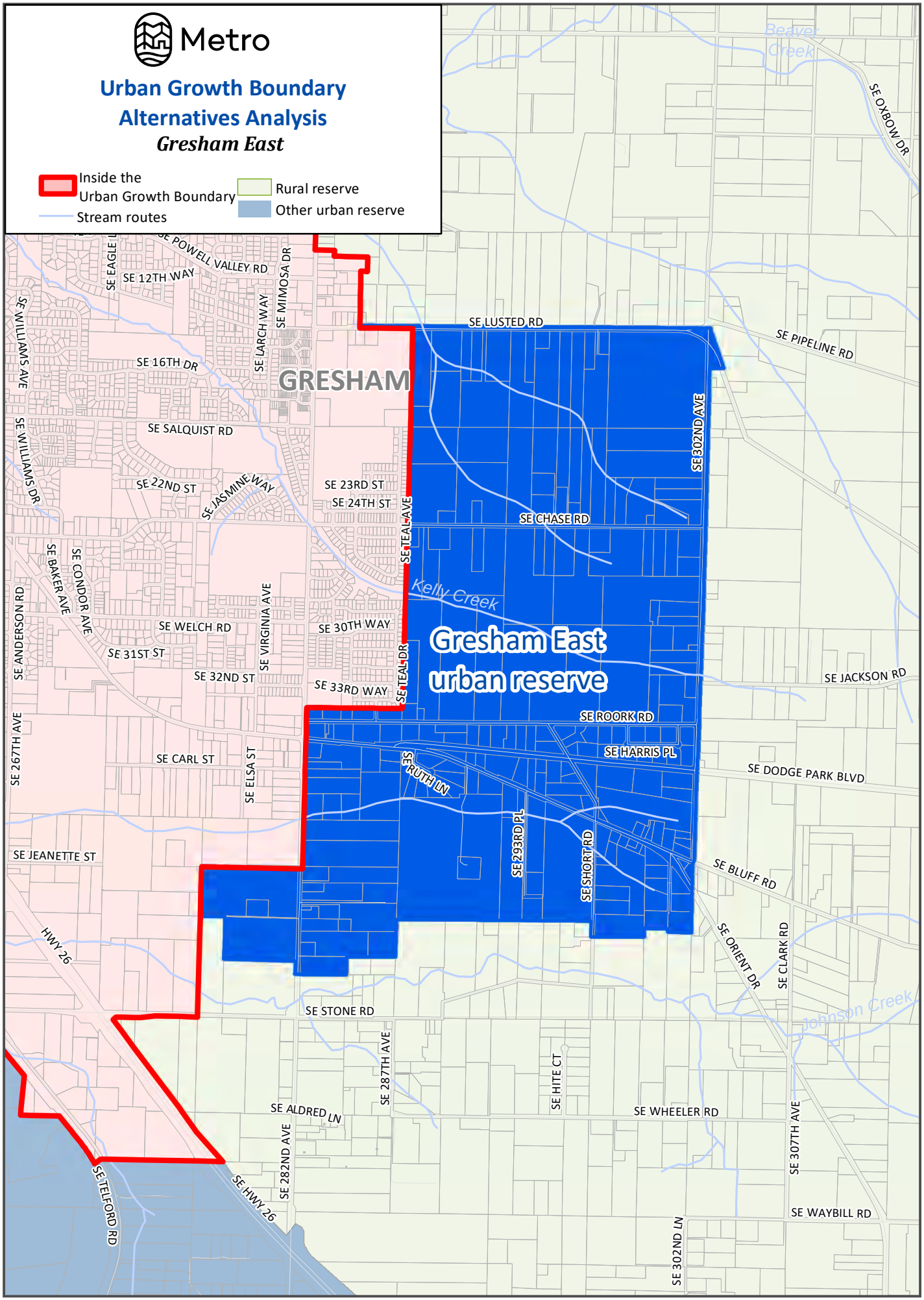
Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 60 acres with the vast majority (40 acres) being riparian wildlife habitat along the four main stream corridors that flow through the reserve area. A portion of the southernmost stream corridor runs through a nursery operation and a segment of the stream appears to be channelized. Most of the regionally significant upland habitat occurs around the northernmost stream corridor and partially within the Barlow High School property, which should provide additional protection of the habitat area. The City of Gresham has adopted a riparian habitat conservation area overlay district plan that is compliant with Metro's Title 13 program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. The proximity of the habitat areas to flat, easily developable land throughout 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 area. Overall, urbanization could occur with moderate to low avoidance of regionally significant fish and wildlife habitat depending on transportation connection needs.

Contribution to the purposes of Centers and Corridors

The Gresham Regional Center is the closest 2040 designated center to the Gresham East Urban Reserve Area. It is 387 acres in size, serves the city and a portion of eastern Multnomah County and is the eastern terminus of the MAX Light Rail Blue Line. The Regional Center is linked to the reserve area by Highway 26/SE Orient Drive (3 miles) and SE Powell Valley Road/SE Lusted Road (2.6 miles). Tri-Met line 84, which provides evening loop service, connects the Regional Center to the reserve area at SE 202nd Ave at SE Orient Drive. Two 2040 designated corridors that meet at the intersection of SE Burnside Road and E Powell Boulevard are about 2 miles from the reserve area. Both corridors are developed with large and small auto oriented commercial uses and car dealerships and auto support businesses.

Gresham's Three Hubs One Gresham Initiative is the City's economic, urban redevelopment and social strategy to strengthen and link the city's three commercial centers. This includes the Civic Neighborhood and Historic Downtown, both of which are within the Regional Center. The vision for the Civic Neighborhood includes mixed-use housing, grocery store and entertainment options, a community plaza and large office tenants. The vision for Historic Downtown includes mixed-use housing, place-making opportunities and additional commercial, office and entertainment places. The third hub includes the Rockwood Town Center location that is five miles from the reserve area. The vision for Rockwood 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 shows a slightly lower than average jobs to housing ratio, with average people and dwelling units per acre when compared to other regional centers. Metro's 2016 Transit Oriented Development (TOD) Strategic Plan identified the Gresham Regional Center as an infill and enhance transit community, meaning it is one of the most "TOD ready" areas in the region outside of downtown Portland.

Urbanization of the reserve area will not 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. Likewise urbanization of the reserve area will not contribute to the purpose of the corridors as they are currently developed with uses that serve a much larger geographic area.



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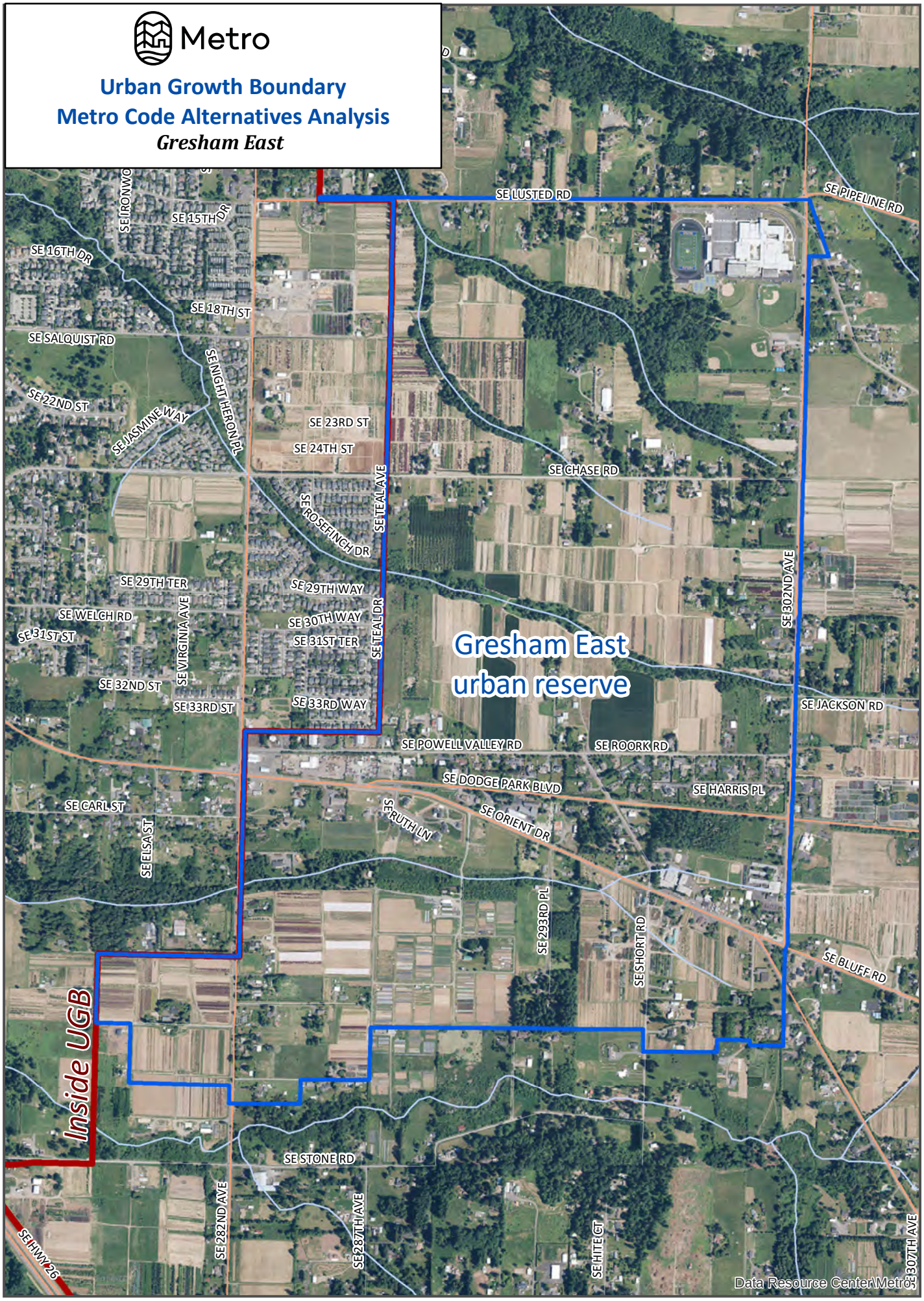
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Gresham East



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HENRICI URBAN RESERVE AREA

Total Acres	421	Parcel Acres	395
Gross Vacant Buildable Acres	303	Net Vacant Buildable Acres	230

General Description (see attached map)

The Henrici Urban Reserve Area is a rectangular shaped area on the south side of Oregon City, north and south of S Henrici Road that totals 421 acres in size. The UGB forms the northern boundary of the area. The area is primarily flat with the exception of the very western edge of the area and the northeast corner that contains forested steep slopes above Beaver Creek and Thimble Creek respectively. The area is served by S Henrici Road, S Beavercreek Road and Highway 213. There is one parcel that is separate from the rest of the area located west of Highway 213 in the vicinity of Edgemont Drive.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB provides the northern boundary of the urban reserve area. Beaver Creek provides a natural feature to mark the transition between urban and rural lands along the west boundary of the reserve area. Headwaters of Thimble Creek and nearby steep slopes provide a natural feature to mark the transition between urban and rural lands for the northeast corner of the reserve area. 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 area 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 area. In addition, there 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 the urban reserve in these locations. Overall there is a natural feature transition area between urban and rural lands for just over half of the urban-rural edges of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves.

Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

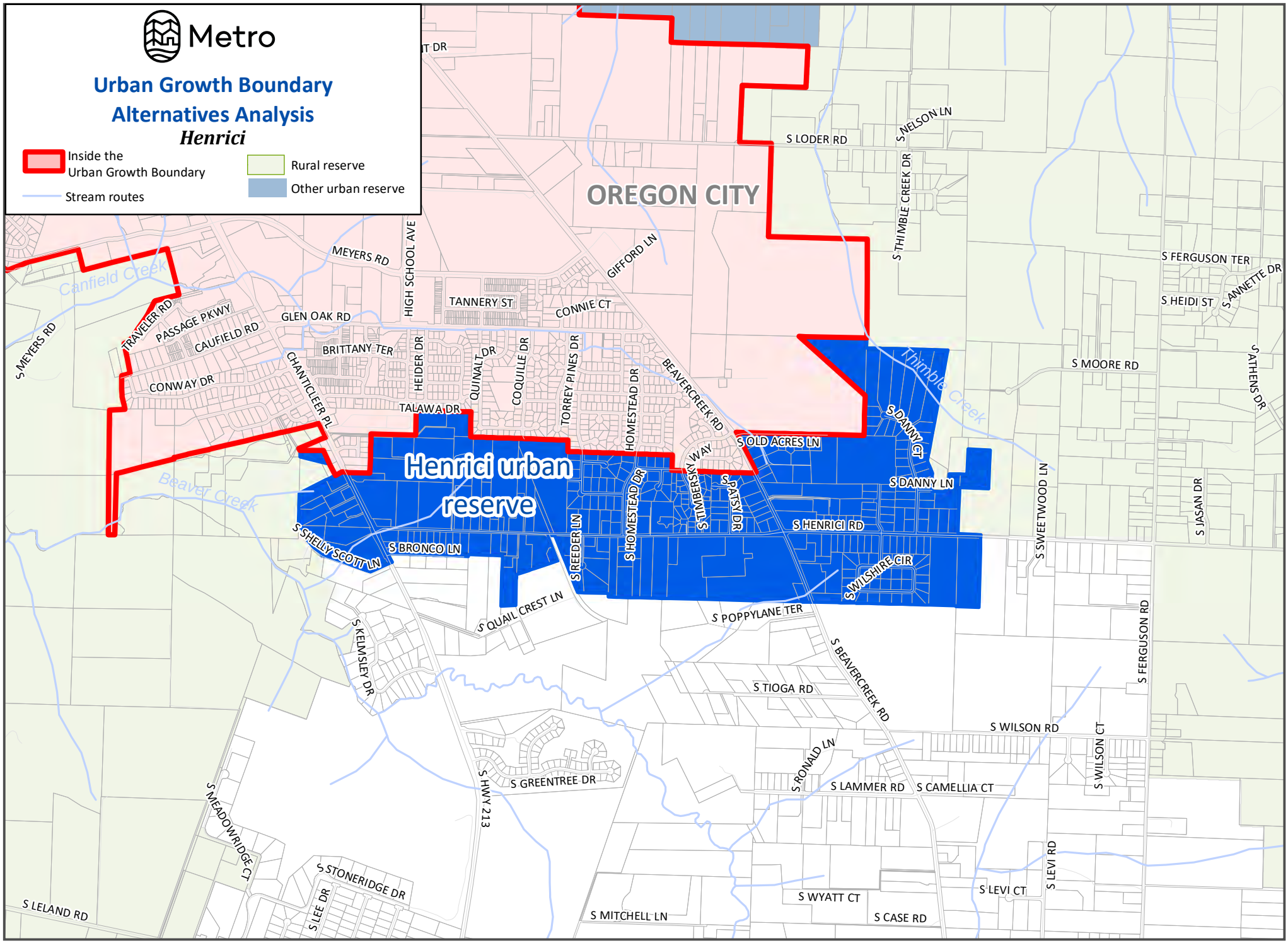
Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership covers 32 acres with most of the riparian habitat occurring along two unnamed tributaries to Beaver Creek and a small segment of Canfield Creek. Additional riparian habitat is located along Thimble Creek that flows through the steeply sloped northeast corner of the reserve area. There is upland wildlife habitat associated with Thimble Creek as well as the tributary to Beaver Creek near Highway 213. Oregon City has adopted a riparian habitat protection program that is compliant with Metro's Title 13 Nature in Neighborhoods. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. The riparian and upland habitat associated with Thimble Creek is not susceptible to impacts from urbanization due to the large area of adjacent steep slopes. The riparian habitat associated with Canfield Creek and the small tributary to Beaver Creek that is near S Beavercreek Road are susceptible to impacts from urbanization, although the location of the habitat near the edges of the reserve area 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, although a portion of this habitat area is a stormwater detention facility. Overall urbanization can occur with a moderate to high level of avoidance of significant fish and wildlife habitat, depending on necessary improvements to Henrici Road.

Contribution to the purposes of Centers and Corridors

The Oregon City Regional Center is the closest 2040 designated center to the Henrici urban reserve area. The Regional Center serves Oregon City, Clackamas County and some neighboring cities to the south. The Regional Center is linked to the reserve area by 7th Street, Molalla Ave and either S Beavercreek Road (4.3 miles) or Highway 213 (3.5 miles). There is no transit service between the Regional Center and the reserve area although there is transit service to Clackamas Community College which is just shy of a mile away. There is one 2040 designated corridor that is outside the Regional Center and runs along 7th Street and Molalla Ave between the Regional Center and Clackamas Community College. The corridor is mostly built out with a mixture of single family homes, small commercial businesses and larger commercial retail uses and is a little less than a mile away from the reserve area along Highway 213.

The City's plans for the 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 through the development of housing, public spaces, habitat restoration, education and employment opportunities. Metro's 2017 State of the Centers Atlas shows a very low population, people per acre, total employees and dwelling units per acre when compared with other regional centers indicating that the Regional Center needs to attract more housing and people to meet the City's vision.

Urbanization of the Henrici Urban Reserve Area will not contribute to the vision or the purpose of the Oregon City Regional Center as the urban reserve area is relatively small and too isolated from the Regional Center to support the need for more people to meet a higher level of activity. Likewise urbanization of the reserve area will not have an impact on the corridor as it is mostly built out with commercial retail uses along the portion of the corridor closest to the reserve area.



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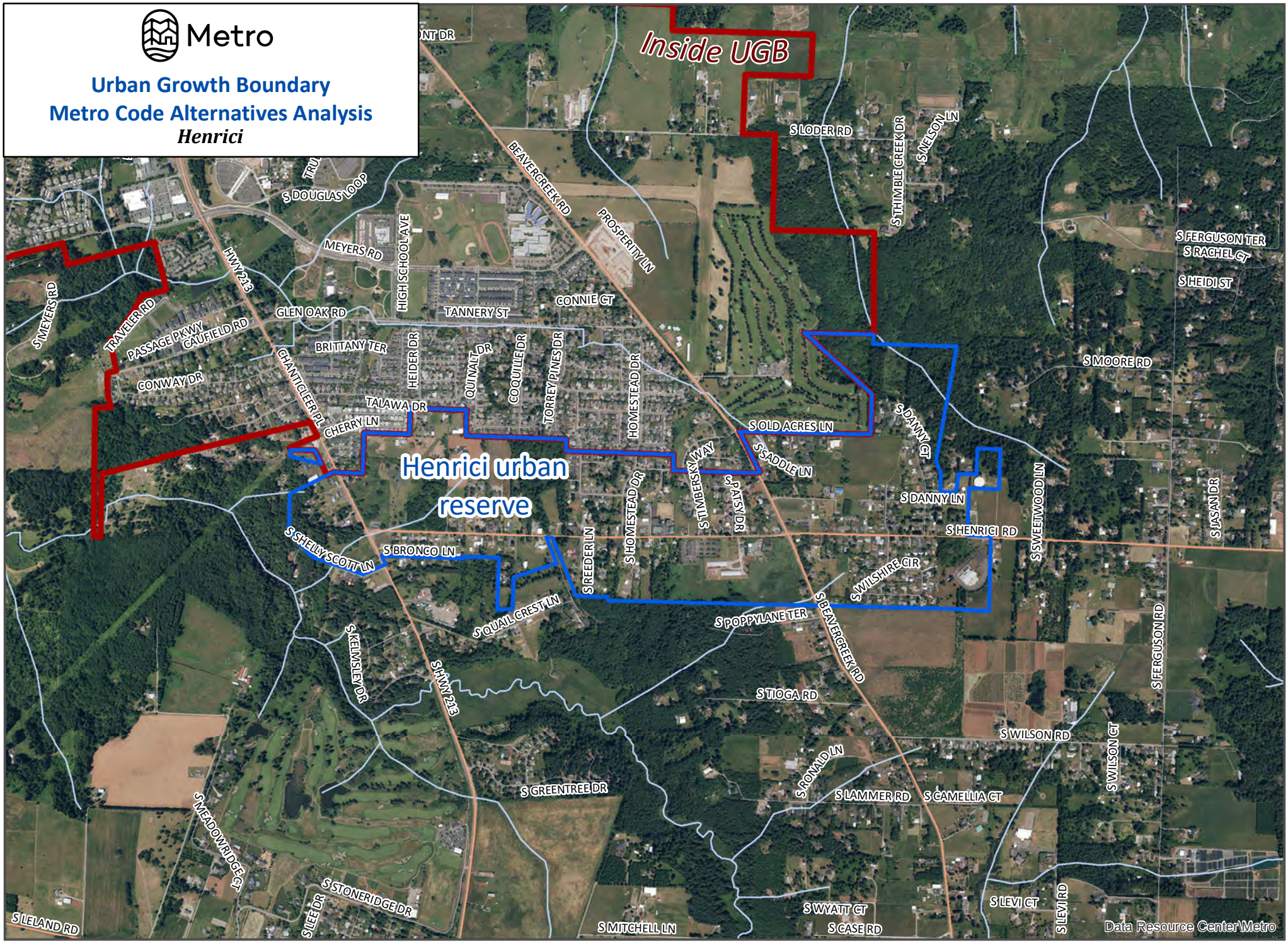
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Henrici



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HOLCOMB URBAN RESERVE AREA

Total Acres	318	Parcel Acres	309
Gross Vacant Buildable Acres	211	Net Vacant Buildable Acres	160

General Description (see attached map)

The Holcomb Urban Reserve Area is an irregular shaped area on the east side of Oregon City, north and south of S Holcomb Boulevard and is 318 acres in size. It is served by S Holcomb Boulevard with S Kraeft Road, S Stoltz Road and S Hilltop Road providing access to small pockets of rural residences. The area is a mix of forested parcels and very minor agricultural activities intermixed with rural residences. The area north of S Holcomb Boulevard is generally flat and represents the high point, losing 350 feet in elevation from S Holcomb Boulevard to the southern edge of the reserve area. A tributary of Holcomb Creek flows south through the lower portion of the reserve area, joining Holcomb Creek south of S Redland Road.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB provides the western boundary of the urban reserve area. There are no natural or built features to mark a clear transition between urban and rural lands to the north and along the northern portion of the eastern edge of the reserve area. Additional buffers will need to be incorporated into the planning and design of the urban reserve area to provide a clear transition from urban to rural uses. Steep slopes along with Holcomb Creek provide a natural feature that marks the transition between urban and rural lands for the remainder of the eastern edge and along the southern edge of the reserve area. Overall just under half of the urban-rural edge of the reserve area has a natural feature that provides a clear transition between urban and rural lands.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership covers 71 acres with the vast majority of the riparian habitat associated with a tributary to Holcomb Creek that flows south through the lower portion of the reserve area. There is a significant amount of upland habitat associated with this stream corridor that stretches across the reserve area. There are a few pockets of upland habitat north of S Holcomb Blvd, although most of them appear to be in agricultural use. Oregon City has adopted a riparian habitat protection program that is compliant with Metro's Title 13 Nature in Neighborhoods. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. 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 area. The amount of potential impact depends on needed east-west and north-south road connections and the level of development that occurs along the eastern edge of the reserve area. 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.

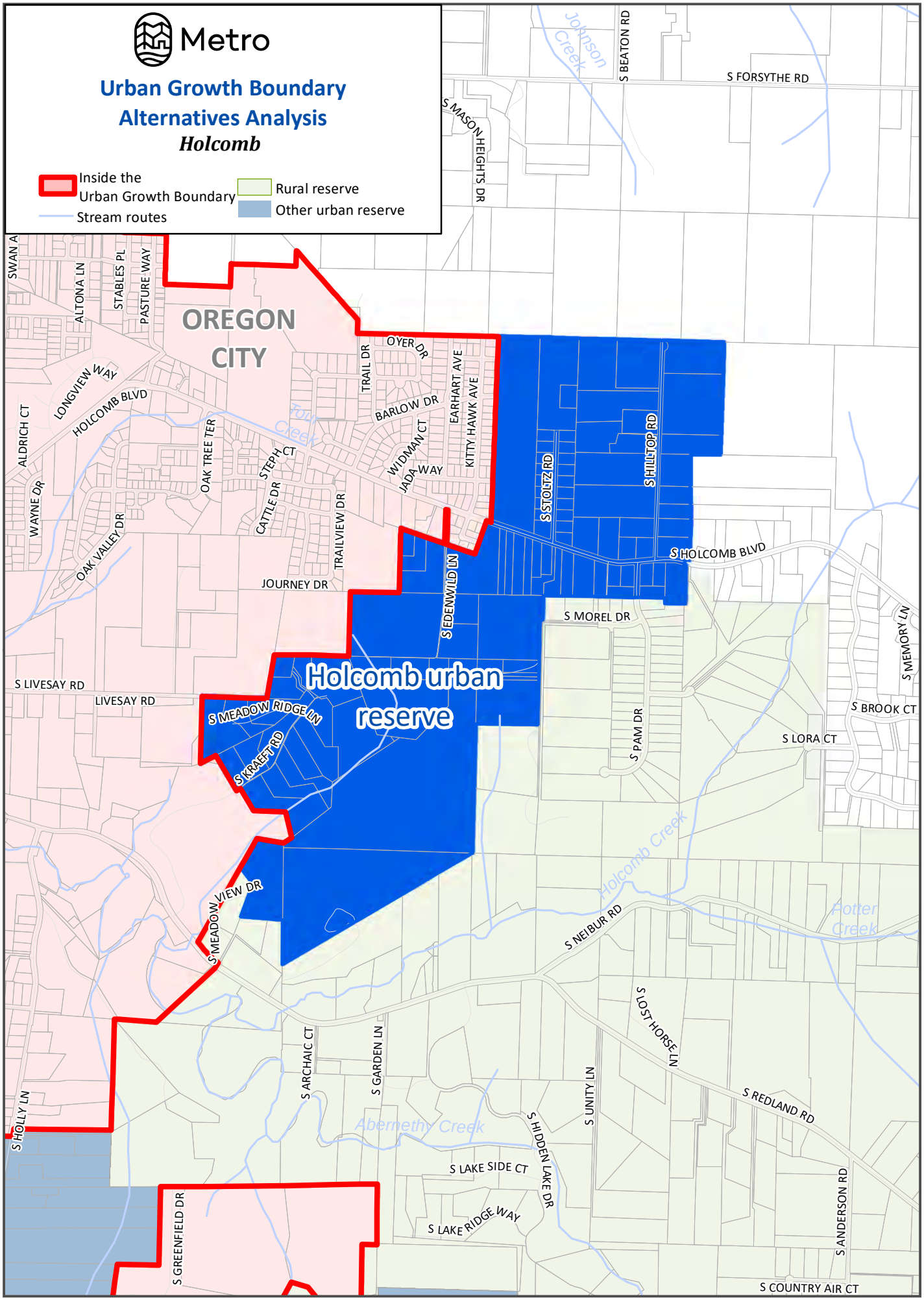
Contribution to the purposes of Centers and Corridors

The Oregon City Regional Center is the closest 2040 designated center to the Holcomb Urban Reserve Area. The Regional Center serves Oregon City, Clackamas County and some neighboring cities to the south. The Regional Center is linked to the reserve area by S Holcomb Blvd (1.75 miles). There is no transit service between the Regional Center and the reserve area although TriMet route 154 is ¾ mile away along S Holcomb Blvd. There is one 2040 designated corridor that is outside the Regional Center in Oregon City and runs along 7th Street and Molalla Ave between the Regional Center and Clackamas Community College. The corridor is mostly built out with a mixture of single family homes, small commercial businesses and larger commercial retail uses and is over three miles away from the reserve area through a series of local streets.

The City's plans for the 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 through the development of housing, public spaces, habitat restoration, education and employment opportunities. Metro's 2017 State of the Centers Atlas shows a very low population, people per acre, total employees and dwelling units per acre when compared with other regional centers indicating that the Regional Center needs to attract more housing and people to meet the City's vision.

Urbanization of the Holcomb urban reserve area will not contribute to the vision or the purpose of the Oregon City Regional Center. The reserve area is too great a distance from the Regional Center to support the need for more people to meet a higher level of activity. Likewise urbanization of the

reserve area will not have an impact on the corridor as the reserve area is too great a distance from the corridor.



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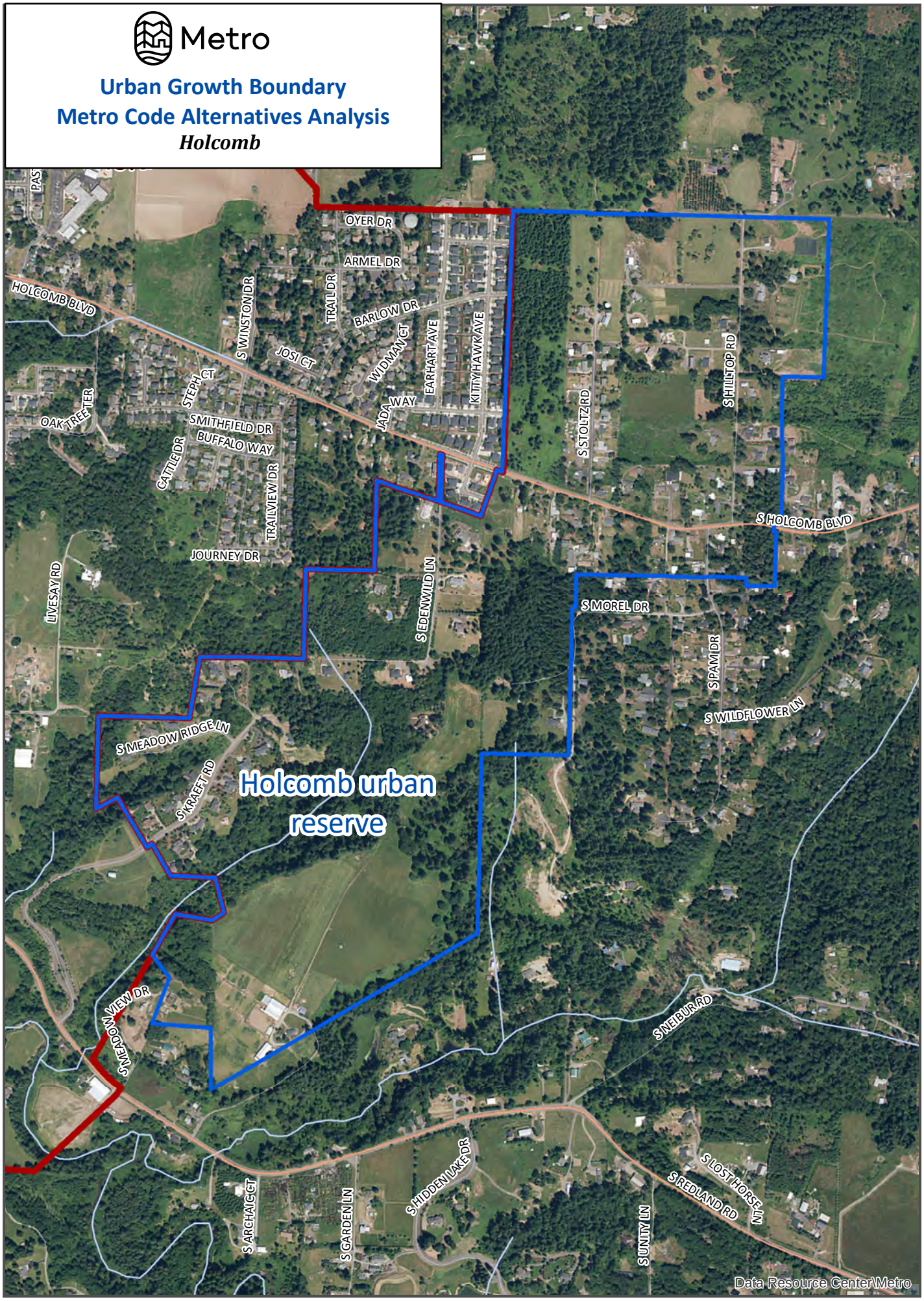
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Holcomb



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HOLLY LANE/NEWELL CREEK CANYON URBAN RESERVE AREA

Total Acres	696	Parcel Acres	591
Gross Vacant Buildable Acres	180	Net Vacant Buildable Acres	137

General Description (see attached map)

The Holly Lane/Newell Creek Canyon Urban Reserve Area is an irregular shaped area on the east side of Oregon City that straddles Highway 213 between S Redland Road and S Maplelane Road. The area is steeply sloped on both sides of the highway and is 696 acres in size. The east side of the area is served by S Holly Lane and the west side is served by Division Street and local roads such as Davis Road, 18th Street and Morton Road. This urban reserve area is unique in that it is almost surrounded by land inside the UGB and shares a 370 yard border with a rural reserve in the northeast corner. The area is a mix of forested parcels on both sides of Highway 213 that are mostly in public ownership and rural residences along S Holly Lane. Newell Creek flows north through both sides of the reserve area, joining Abernethy Creek at the northern edge of the area.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The urban reserve area 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 provide a natural feature to mark a transition between the urban and rural lands.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership covers 75 acres with most of the habitat being upland habitat associated with a tributary to Abernethy Creek that flows along the eastern edge of the reserve area. Additional riparian and upland habitat is located along tributaries to Newell Creek in the area south of Division Street. Most

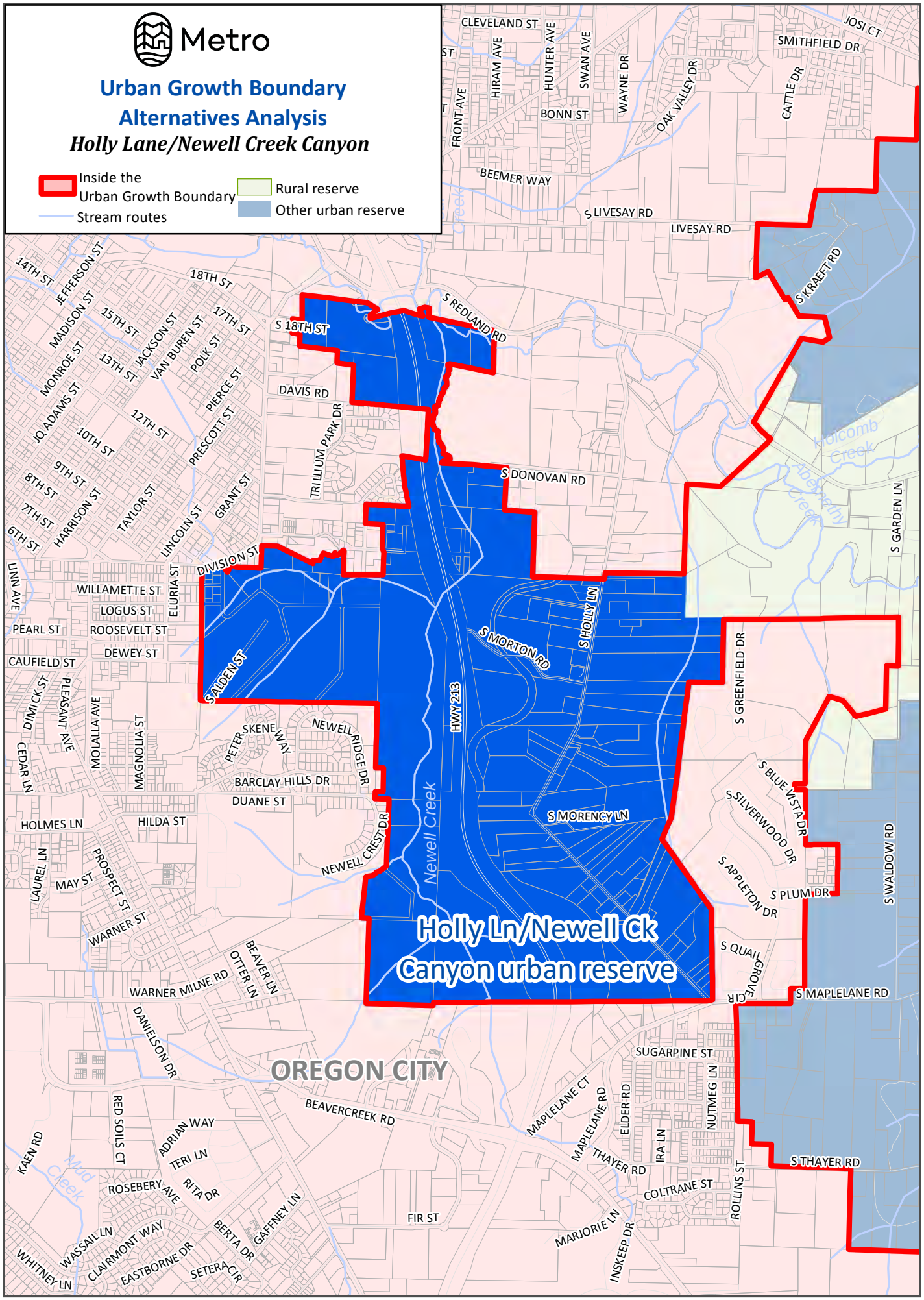
of this habitat is within a steeply sloped forested area. Metro owns over 200 acres of open space that includes Newell Creek. Oregon City has adopted a riparian habitat protection program that is compliant with Metro's Title 13 Nature in Neighborhoods. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. Almost all of the buildable land in the reserve area is along S Holly Lane away from the habitat areas. Thus urbanization can occur with a high level of avoidance of regionally significant riparian and upland habitat.

Contribution to the purposes of Centers and Corridors

The Oregon City Regional Center is the closest 2040 designated center to the reserve area. The Regional Center serves Oregon City, Clackamas County and some neighboring cities to the south. The Regional Center is linked to the reserve area by S Redland Road and S Holly Lane (1.4 miles). There is no transit service between the Regional Center and the reserve area although there is transit service to Highway 213 and S Beavercreek Road which is just over a half-mile away from the southern edge of the reserve area. In addition there is transit service at Abernethy Road and Redland Road which is about 1.5 miles from the northern edge of the reserve area. There is one 2040 designated corridor that is outside the Regional Center and runs along 7th Street and Molalla Ave between the Regional Center and Clackamas Community College. The corridor is mostly built out with a mixture of single family homes, small commercial businesses and larger commercial retail uses and is 1.4miles away from the reserve area along Maplelane and Beavercreek Roads.

The City's plans for the 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 through the development of housing, public spaces, habitat restoration, education and employment opportunities. Metro's 2017 State of the Centers Atlas shows a very low population, people per acre, total employees and dwelling units per acre when compared with other regional centers indicating that the Regional Center needs to attract more housing and people to meet the City's vision.

Urbanization of the Holly Lane Newell Creek Canyon Urban Reserve Area will not contribute to the vision or the purpose of the Oregon City Regional Center. The developable portion of the reserve area is too small and isolated from the Regional Center to support the need for more people to meet a higher level of activity. Likewise urbanization of the reserve area will not have an impact on the corridor as it is mostly built out with commercial retail uses at the end closest to the reserve area.



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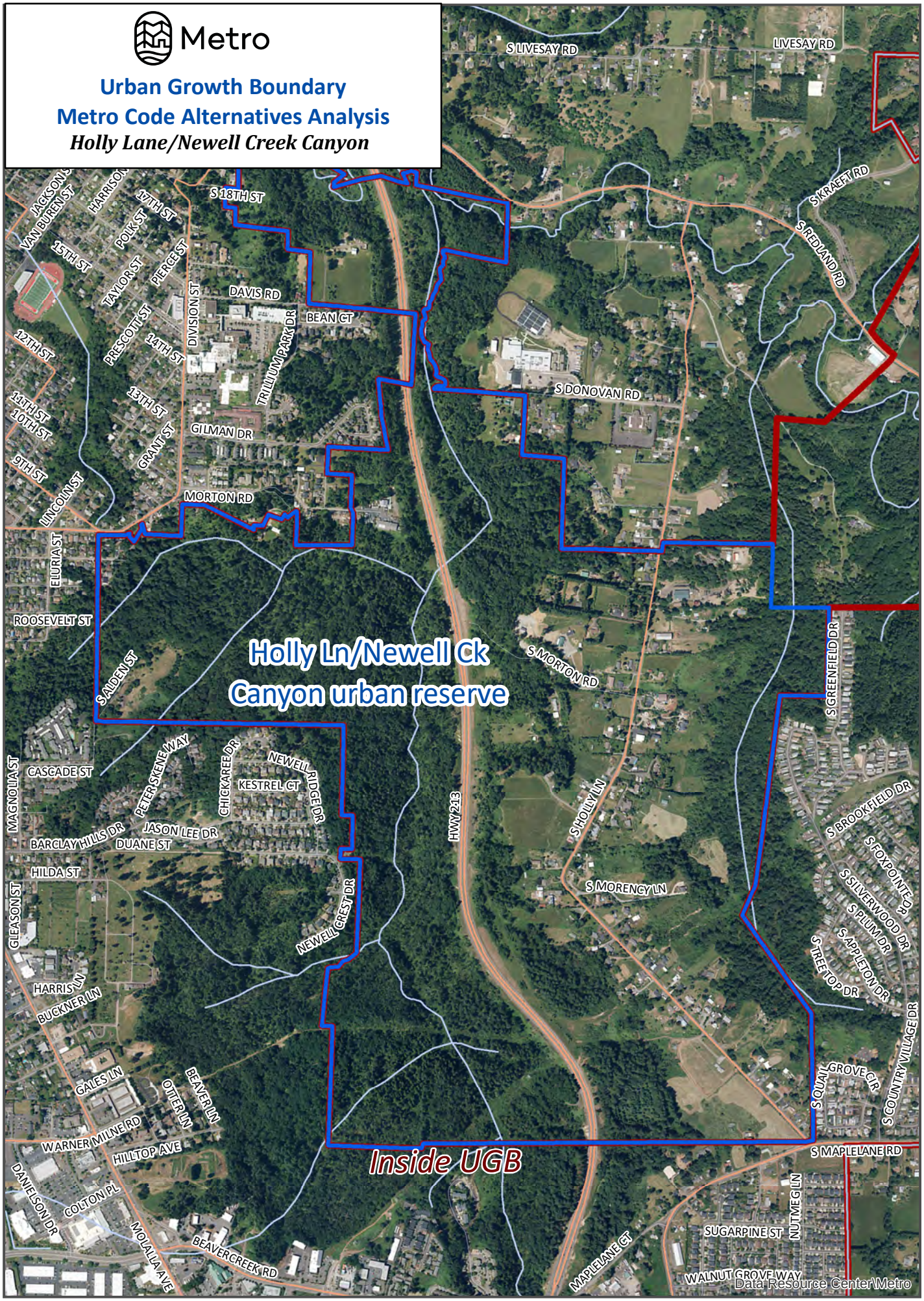
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Holly Lane/Newell Creek Canyon



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I-5 EAST URBAN RESERVE AREA

Total Acres	848	Parcel Acres	746
Gross Vacant Buildable Acres	503	Net Vacant Buildable Acres	382

General Description (see attached map)

The I-5 East Urban Reserve Area is a large somewhat rectangular shaped area on the east side of I-5, north of SW Frobase Road and west of SW 65th Ave and totals 848 acres in size. The UGB forms the western and northern boundaries as defined by I-5 and I-205 with urban reserve land to the east and south. Saum Creek flows north through the center of the reserve area with numerous tributaries joining prior to the creek crossing under I-205. The reserve area slopes from south to north with a change in elevation of 270 feet and there are some significant areas of slopes greater than 10% throughout the middle of the reserve. Access to the area is provided by SW 65th Ave and SW Frobase Road.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB provides the western and northern boundaries of the urban reserve area. SW Frobase Road and SW 65th Avenue 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 urban reserve area. 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 areas and may be included in the UGB in the future. Thus, any buffers that are incorporated into the design and planning for the reserve area should consider the potential for making urban form connections in these locations in the future. Overall there are no natural or built features along the urban-rural edge that mark a clear transition between urban and rural lands.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves.

Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

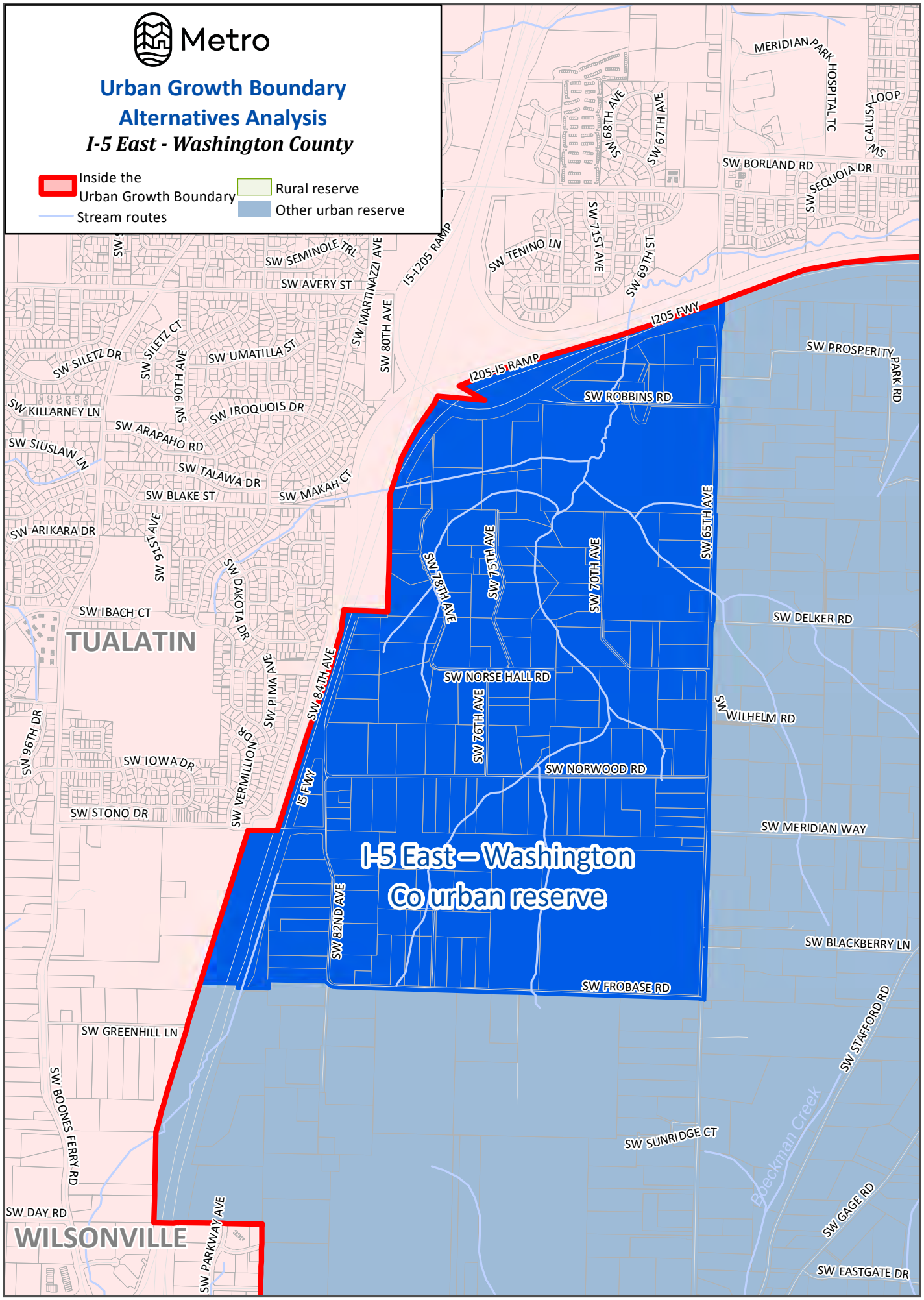
Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership covers 175 acres of land focused on Saum Creek and numerous tributaries. Saum Creek flows north through the middle of the reserve area and there are large blocks of upland wildlife habitat associated along and between the stream corridors. There are some large steep sloped areas adjacent to some of the stream corridor segments that will provide additional protection to the habitat areas. The City of Tualatin, the expected governing body for this reserve area, has adopted riparian habitat protection measures in compliance with Metro's Title 13 program through the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. A portion of the riparian habitat in the southern portion of the reserve area is currently impacted by active agricultural activities and urbanization provides the opportunity to restore the riparian corridor in these locations. The riparian habitat is susceptible to impacts related to stream crossings necessary to provide transportation connectivity, mainly in the northern portion of the reserve area. Urbanization poses a higher risk to the upland habitat, which occurs generally on gentler slopes between the stream corridors. Overall, urbanization of the reserve area in a well connected manner would have a low avoidance level for the regionally significant fish and wildlife habitat that is found throughout the area.

Contribution to the purposes of Centers and Corridors

The Tualatin Town Center is the nearest 2040 designated center to the I-5 East Urban Reserve Area. It is approximately 325 acres in size, and primarily serves the surrounding residential and commercial areas in the City of Tualatin. The reserve area is connected to the Tualatin Town Center via SW 65th Avenue/SW Sagert Street and SW Nyberg Street (1.5 miles), although I-5 and I-205 present significant visual and connectivity barriers between the two locations. There is no TriMet service connecting the Town Center and the reserve area directly, although line 76 stops at SW 65th Avenue and SW Sagert Street, just north of I-205 from the area. The closest 2040 designated corridor that is outside of a 2040 center is the corridor along SW Boones Ferry Road just north of Wilsonville that crosses I-5 and extends south along SW Parkway Ave in Wilsonville to the Wilsonville Town Center. The nearest portion of the corridor, which is just over 1.5 miles from the reserve area is developed with auto oriented commercial uses including large scale retail and lodging, as you would expect near a highway interchange.

Tualatin's 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 a low dwelling unit per acre and a much higher total number of employees when compared to other town centers in the region. The Town Center has a very high access to parks score as evidenced by the numerous open space/natural areas and the Tualatin Community Park along the Tualatin River.

Urbanization of the I-5 East urban reserve area will not support the vision or purpose of the Tualatin Town Center due to its somewhat isolated nature across I-5 and I-205. In addition the reserve area could draw residential development away from the center by creating a large market for a range of housing units. Urbanization of the reserve area will not support the purpose of the corridor in Wilsonville due to the distance between the two areas and the existing uses that serve a larger geographic area and the travelling public.



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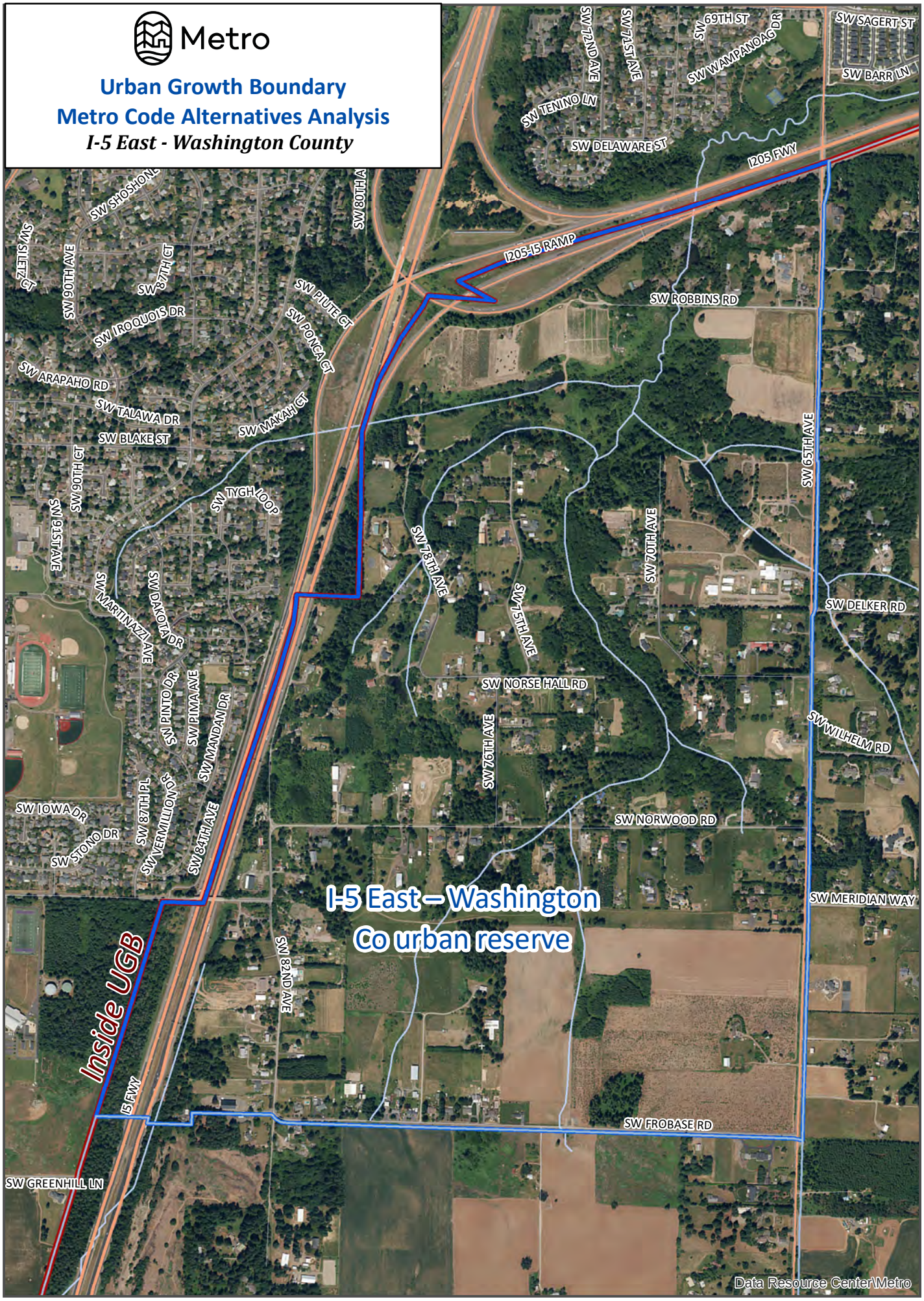
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
I-5 East - Washington County



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MAPLELANE URBAN RESERVE AREA

Total Acres	573	Parcel Acres	555
Gross Vacant Buildable Acres	270	Net Vacant Buildable Acres	205

General Description (see attached map)

The Maplelane Urban Reserve Area is an irregular shaped area on the east side of Oregon City, north and south of S Maplelane Road that totals 573 acres in size. The UGB forms the western and southern boundary of the area. A tributary to Abernathy Creek flows east through the central portion of the reserve and three tributaries to Thimble Creek flow east through the southern portion. The area 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 area. The area is served by S Maplelane Road, S Waldow Road and S Thayer Road. Abernethy Creek flows north, just outside of the reserve area to the east. The Oregon City School District owns a 57 acre parcel in the northern portion of the reserve area.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB provides the western and southern boundaries of the urban reserve area. Abernethy Creek and a small portion of Thimble Creek along with extensive steep forested slopes, some of which are within the urban reserve area, provide natural features that mark a clear transition between urban and rural lands to the east. Steep forested slopes provide a clear transition between urban and rural lands to the north. Overall there are natural features that provide a clear transition between urban and rural lands for the entire urban-rural edge of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

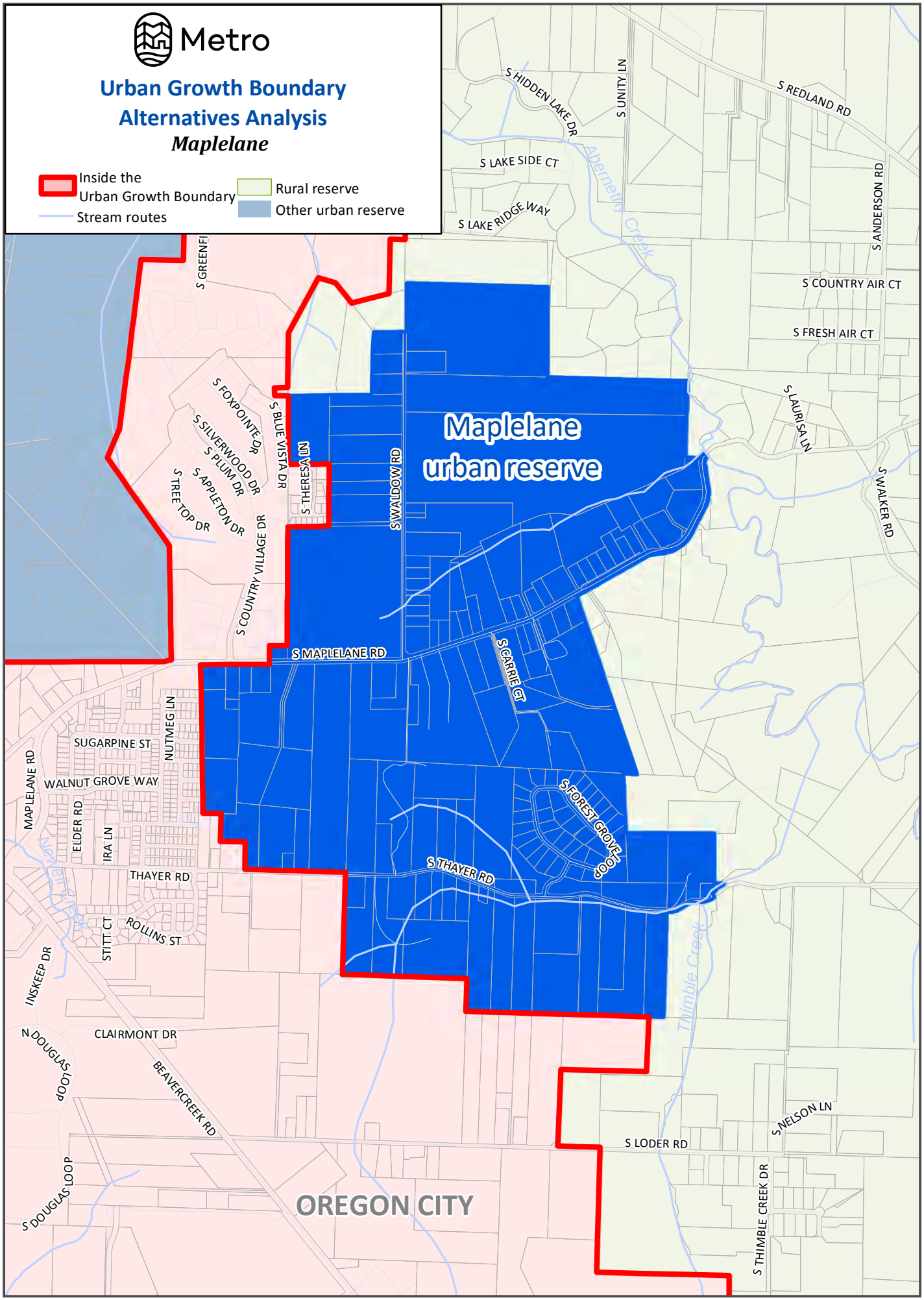
Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership covers 88 acres. The riparian habitat occurs along an unnamed tributary to Abernethy Creek that flows through the central portion of the reserve area and three tributaries to Thimble Creek that flow through the southern portion of the reserve area. 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 area. There is a significant amount of upland habitat on the Oregon City School District property. Oregon City has adopted a habitat protection program that is compliant with Metro's Title 13 Nature in Neighborhoods. The City will need to adopt an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. The significant riparian habitat that is along S Thayer Road is susceptible to impacts related to the improvement of S Thayer Road to urban standards. The significant habitat adjacent to the steep slopes and the publicly owned land is less susceptible to impacts from urbanization. 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.

Contribution to the purposes of Centers and Corridors

The Oregon City Regional Center is the closest 2040 designated center to the reserve area. The Regional Center serves Oregon City, Clackamas County and some neighboring cities to the south. The Regional Center is linked to the reserve area by Highway 213/S Maplelane Road (3.2 miles). TriMet bus lines 32 & 33 run from the regional center to Clackamas Community College, approximately one mile from the reserve area. There is one 2040 designated corridor that is outside the Regional Center and runs along 7th Street and Molalla Ave between the Regional Center and Clackamas Community College. The corridor is mostly built out with a mixture of single family homes, small commercial businesses and larger commercial retail uses and is 1.5 miles away from the reserve area along Maplelane and Beavercreek Roads.

The City's plans for the 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 through the development of housing, public spaces, habitat restoration, education and employment opportunities. Metro's 2017 State of the Centers Atlas shows a very low population, people per acre, total employees and dwelling units per acre when compared with other regional centers indicating that the Regional Center needs to attract more housing and people to meet the city's vision.

Urbanization of the Maplelane Urban Reserve area will not contribute to the vision or the purpose of the Oregon City Regional Center. The reserve area is too isolated from to the Regional Center to help support the need for more people to meet a higher level of activity. Likewise urbanization of the reserve area will not have an impact on the corridor as it is mostly built out with commercial retail uses at the end closest to the reserve area.



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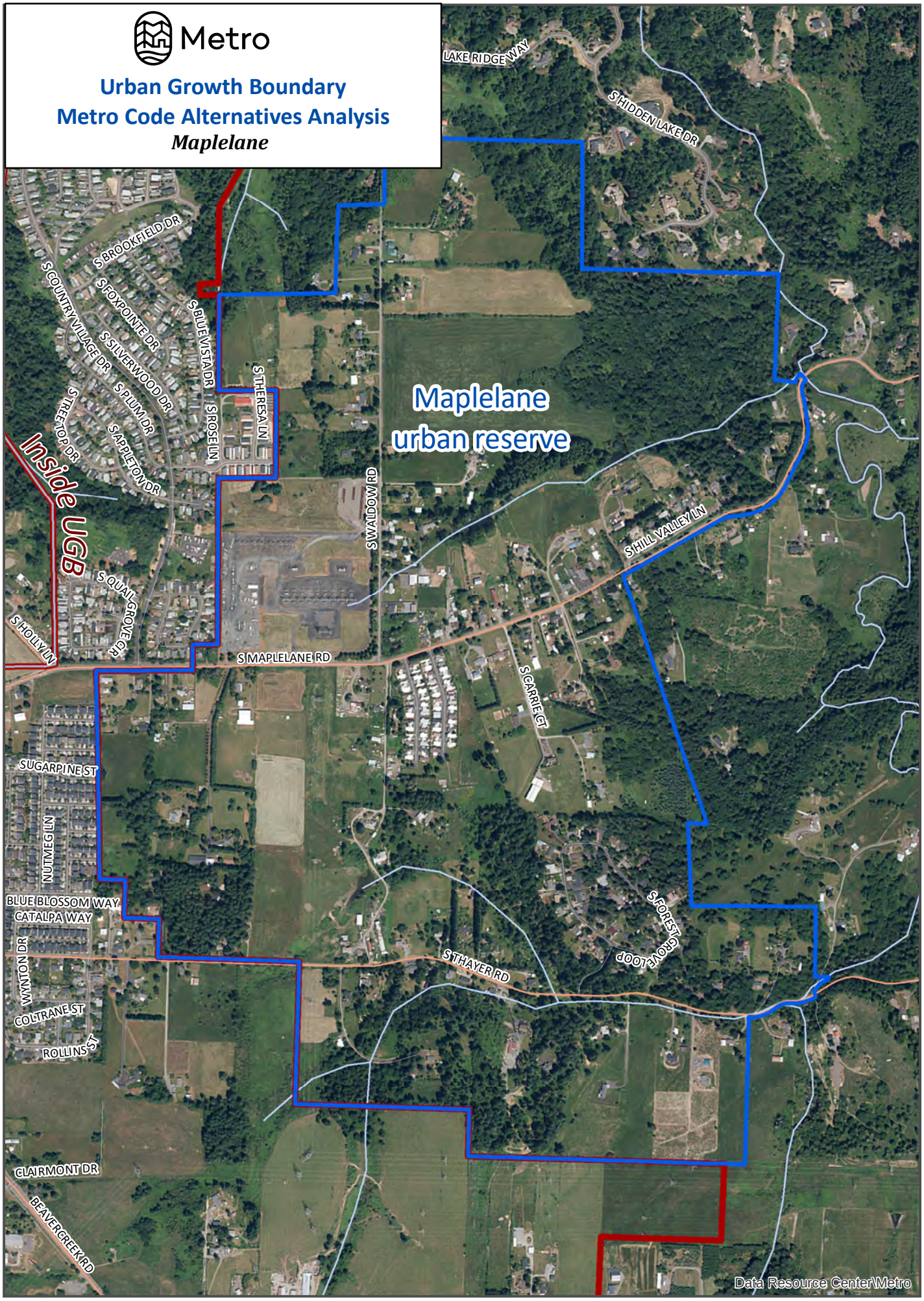
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Maplelane



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RIVER TERRACE SOUTH URBAN RESERVE AREA

Total Acres	205	Parcel Acres	190
Gross Vacant Buildable Acres	154	Net Vacant Buildable Acres	117

General Description (see attached map)

The River Terrace South Urban Reserve Area is a small sized area on the south side of Tigard that is north of SW Beef Bend Road between SW Roy Rogers Road and SW 150th Avenue. SW Beef Bend Road and SW Roy Rogers Road form the southern and western edges and the UGB forms the northern and eastern edges of the reserve area. The land gently slopes upward as you go north from SW Beef Bend Road. One stream flows south through the center of the area, a second flows south in the eastern portion of the area and a third flows west through the very northwest tip of the area. Access is provided by SW Beef Bend Road, SW Taylor Lane, SW April Lane, SW 150th Avenue and SW Roy Rogers Road.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB provides the northern, southern, and eastern edge of the urban reserve area. SW Roy Rogers Road forms the western edge of the reserve area. Even assuming SW Roy Rogers Road develops as an arterial roadway in the future the road itself will not provide a clear transition area between future urban and rural uses, especially given the level of traffic that may occur. Additional buffers will need to be incorporated into the planning of the urban reserve area to provide a clear transition from urban to rural uses. Overall, there are no natural or built features to mark a transition between urban and rural lands.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

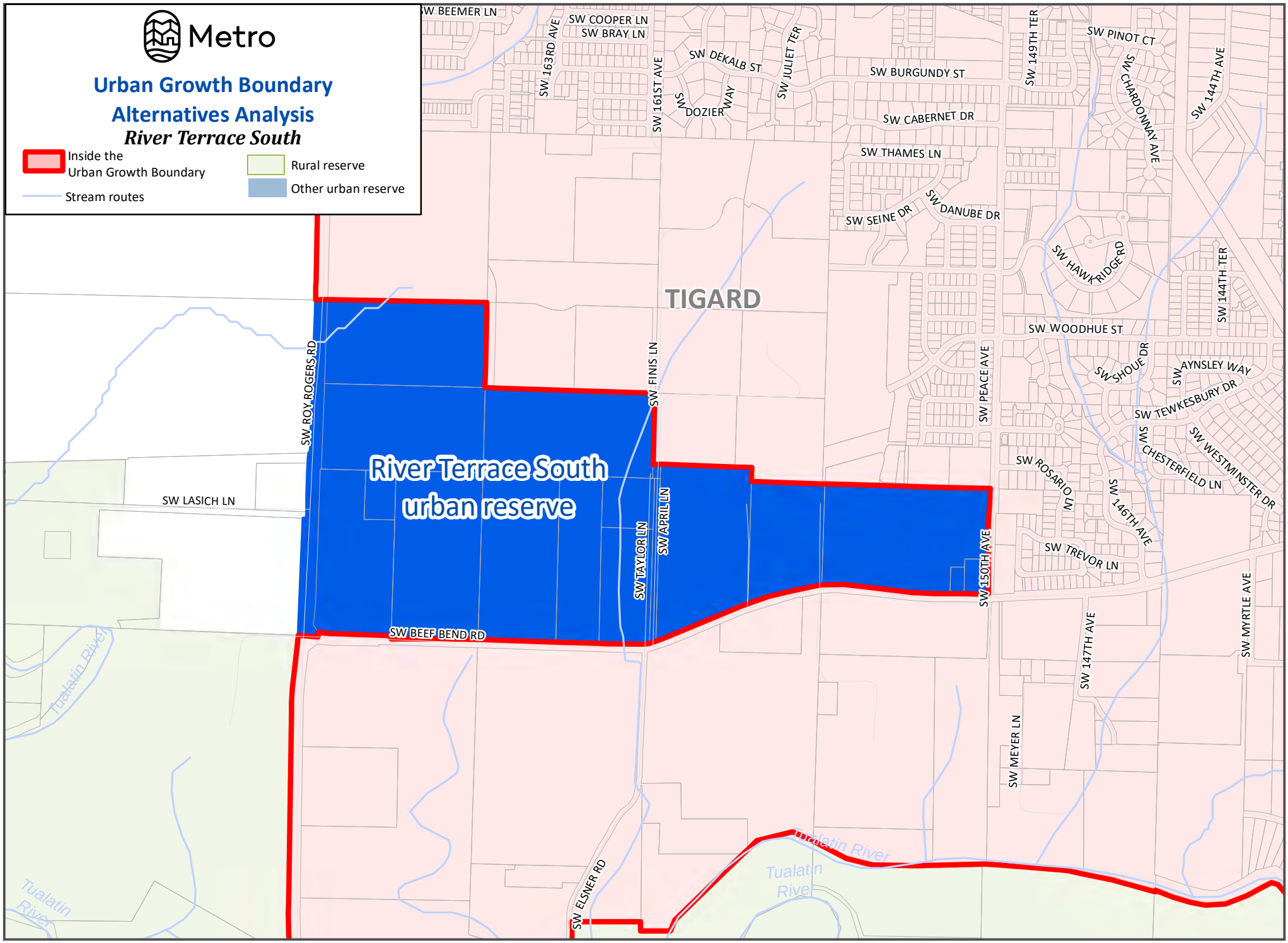
Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 30 acres along three small stream segments. Seventeen of the 30 acres are upland habitat that are located within two forested areas, one centrally located and the other in the northern segment of the reserve area. A portion of the upland habitat in the center of the area appears to be in agricultural use. The City of Tigard has adopted riparian habitat protection measures in compliance with Metro's Title 13 program through the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. The habitat associated with the central and eastern stream corridors could be susceptible to impacts related to east-west transportation connections. The significant riparian habitat in the northwest corner of the reserve area is less susceptible to impacts due to its isolated location. Overall urbanization could occur with high to moderate avoidance of regionally significant riparian and upland habitat areas depending on the need for east–west transportation connections.

Contribution to the purposes of Centers and Corridors

There are two Metro 2040 designated centers that are both approximately two miles from the reserve area; the Murray/Scholls Town Center and King City Town Center. Of the two, the King City Town Center is more directly connected to the reserve area via SW Beef Bend Road to Highway 99W. The town center is predominantly commercial retail that focuses on Highway 99W. Local plans envision the Town Center becoming a more walkable commercial district. Metro's 2017 State of the Centers Atlas shows that the total population is very low and the total businesses per acre high when compared to other town centers in the region. It has the highest median age, 73, as a result of a retirement community being the larger of the two residential uses within the Town Center. The Murray/Scholls Town Center is linked to the reserve area by SW Roy Rogers Road and SW Scholls Ferry Road as well as SW Barrows Road off of SW Scholls Ferry Road. It has very little undeveloped land and contains numerous higher density housing developments and significant commercial retail options. The State of the Centers Atlas shows that total population, people per acre and dwelling units per acre is much higher than compared to other town centers in the region. No transit lines connect the reserve area to either town center. The Sherwood Town Center is only slightly farther than the other two centers and is accessible via SW Roy Rogers Road. The 2040 designated corridor along SW Roy Rogers Road from SW Scholls Ferry Road to just south of SW Bull Mountain Road is ⅓ of a mile from the reserve area. The northern portion of the corridor is currently being built out with residential uses while the southern portion is still rural. The River Terrace 1.0 plan calls for a small area of commercial development to serve the adjacent residential areas. King City is planning for a town center near SW Roy Rogers Road in the Kingston Terrace plan area. This town center will be directly adjacent to the urban reserve.

As noted above the Murray/Scholls Town Center already has a high number of dwelling units per acre and a significant commercial center. Adding additional residents that are two miles away is not going to add to the success of the town center, especially with the significant amount of residential development that is occurring in River Terrace 1.0 and South Cooper Mountain that is closer to the

town center. Urbanization of the reserve area will not support redevelopment of the King City Town Center to a more pedestrian friendly center due to the distance between the two locations. In addition it will be difficult to transform the retail businesses away from Highway 99W to make it a more pedestrian friendly environment without first making better pedestrian connections to portions of the existing King City community. Urbanization of the reserve area will not support the future small commercial area on SW Roy Rogers Road as the commercial development is sized to serve the nearby adjacent River Terrace 1.0 area that will be built out before the reserve area. Urbanization of the reserve area would support the future town center in the Kingston Terrace area of King City.



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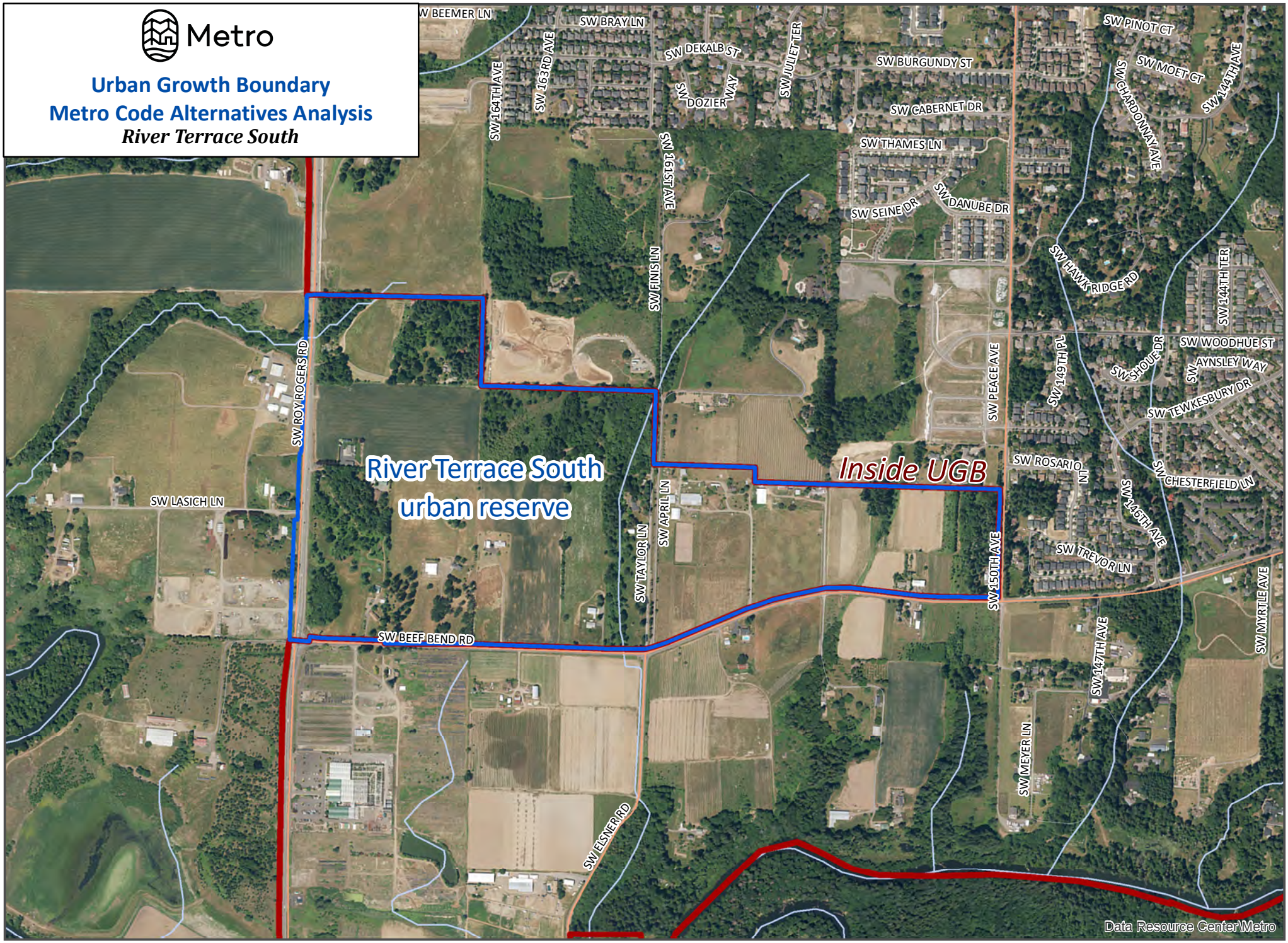
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
River Terrace South



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RIVER TERRACE WEST URBAN RESERVE AREA

Total Acres	303	Parcel Acres	301
Gross Vacant Buildable Acres	189	Net Vacant Buildable Acres	144

General Description (see attached map)

The River Terrace West Urban Reserve Area is a small area west of Tigard that is west of SW Roy Rogers Road and south of SW Scholls Ferry Road. The UGB forms the eastern and northern boundaries; rural reserve land is to the west and undesignated rural land to the south. The land is generally flat and gently slopes to the south/southwest. Access to the area is provided by SW Roy Rogers Road, SW Scholls Ferry Road, SW Bull Mountain Road, and SW Vandermost Road.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the northern and eastern edge of the urban reserve area. An unnamed stream located 40-60 feet below the central and southern portion of the western edge of the reserve area provides a natural feature transition zone between urban and rural lands. Similarly an unnamed stream along the southern edge of the reserve area provides a transition between urban and rural lands. There are no natural or built features to mark the transition between urban and rural lands for the northern portion of the western edge of the reserve area. Additional buffers will need to be incorporated into the planning of the urban reserve area to provide a clear transition from urban to rural uses. Overall, there is a natural feature transition area for the majority of the urban-rural edge of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

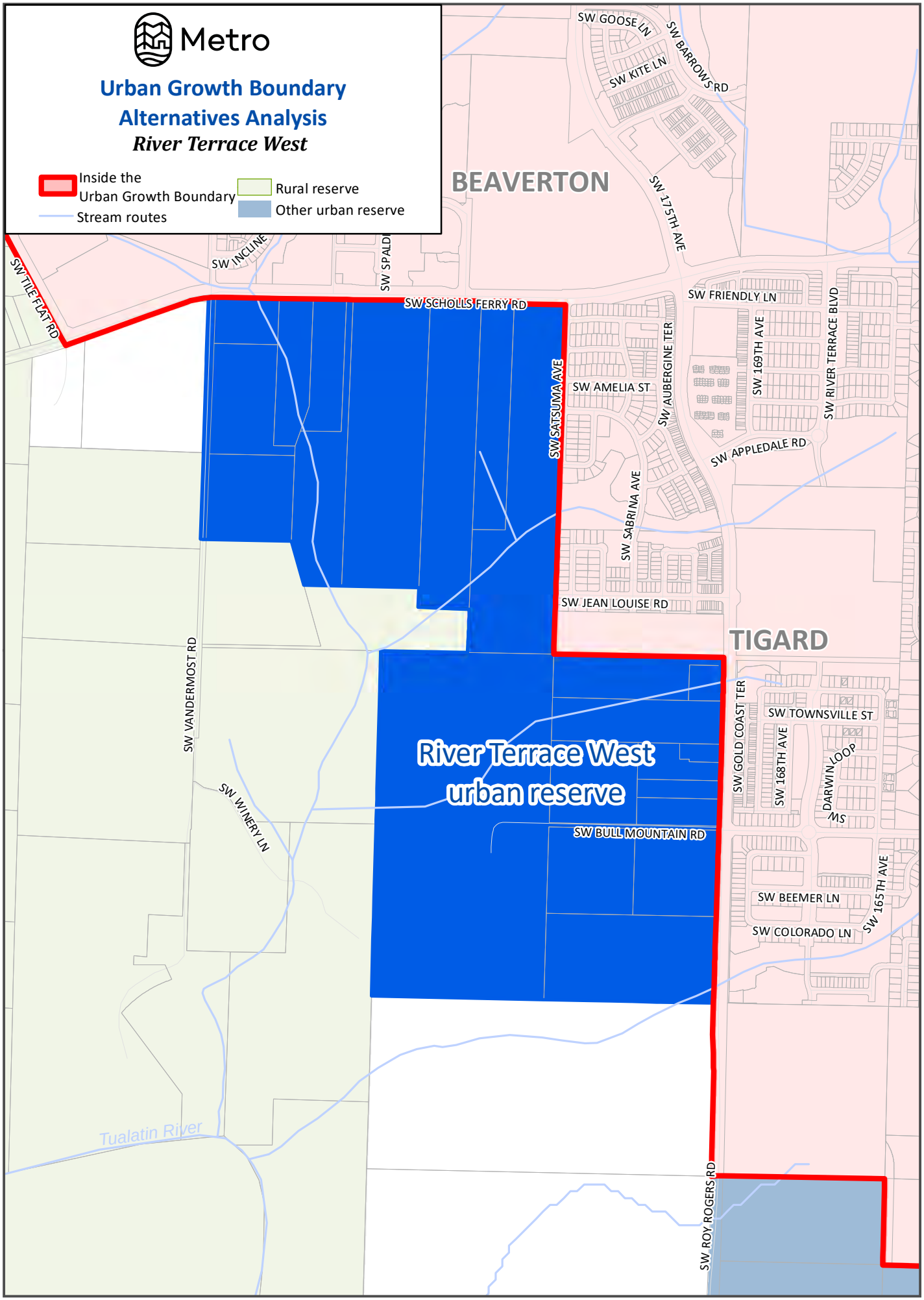
Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 92 acres focused on the three main stream corridors that flow through the

northern and central portions of the reserve area and the forested areas between the streams. A 13 acre portion of the upland habitat appears to be in agricultural use. The stream corridors divide the reserve area into smaller developable areas. The City of Tigard has adopted riparian habitat protection measures in compliance with Metro's Title 13 program through the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. Portions of the habitat areas along all three main stream corridors are located in areas of steep slopes which would provide an additional level of protection from development. However the stream corridors are susceptible to impacts related to transportation connections needed to unite the different developable sections together. The adjacent River Terrace development has preserved the same stream corridors in open space tracts, and one would expect those open space tracts to be extended into the reserve area. Overall urbanization could occur with moderate avoidance of riparian and upland habitat depending on the number of transportation connections needed to stitch the developable areas together and the expected extension of the River Terrace open space tracts along the stream corridors.

Contribution to the purposes of Centers and Corridors

The closest Metro 2040 designated center is the Murray/Scholls Town Center that is one mile away via SW Scholls Ferry Road and SW Barrows Road. The Murray/Scholls Town Center has very little undeveloped land and contains numerous higher density housing developments and significant commercial retail options. Metro's 2017 State of the Centers Atlas shows that the total population, people per acre and dwelling units per acre is much higher than compared to other town centers in the region. No transit lines connect the reserve area to the town center. The 2040 designated corridor along SW Roy Rogers Road from SW Scholls Ferry Road to just south of SW Bull Mountain Road is adjacent to the reserve area. The northern portion of the corridor is currently being built out with residential uses while the southern portion is still rural. The River Terrace 1.0 plan calls for a small area of commercial development to serve the adjacent residential areas. King City is planning for a town center near SW Roy Rogers Road in the Kingston Terrace plan area. This town center will be just over one mile from the urban reserve.

As noted above the Murray/Scholls Town Center already has a high number of dwelling units per acre and a significant commercial center. Urbanization of the reserve area will not contribute to the already successful town center, especially given the large amount of residential development that is presently occurring in River Terrace 1.0 and South Cooper Mountain. Urbanization of the reserve area may support the future small commercial area on SW Roy Rogers Road as it is so close to the corridor, however the potential commercial development is sized to serve the nearby adjacent River Terrace 1.0 area that will be built out before the reserve area is, so the impact most likely would be small. Urbanization of the reserve area would not support the future town center in the Kingston Terrace area of King City as the established Murray/Scholls Town Center is slightly closer and there will be easier non-vehicular connections to this town center.



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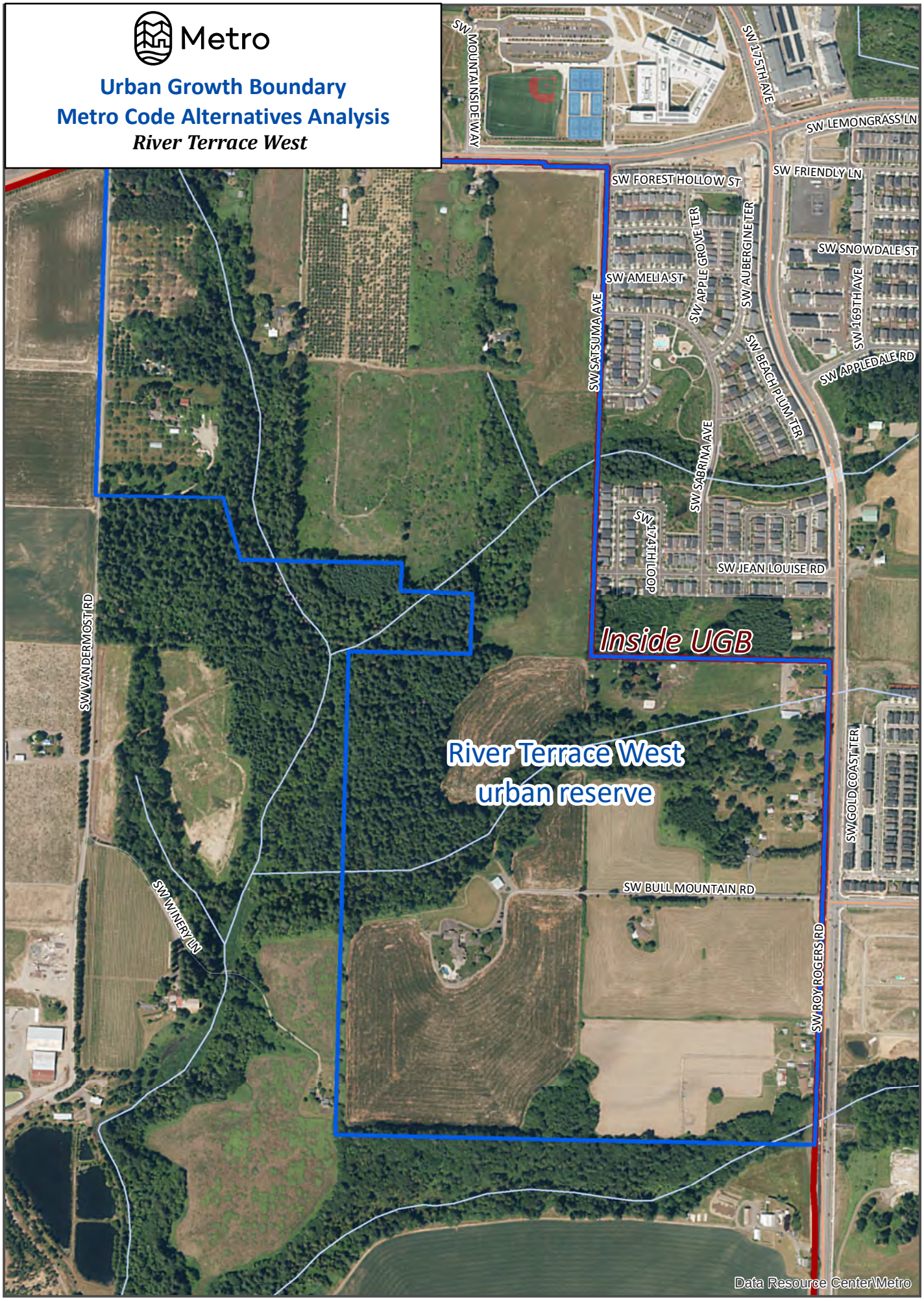
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
River Terrace West



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ROSA URBAN RESERVE AREA

Total Acres	790	Parcel Acres	775
Gross Vacant Buildable Acres	282	Net Vacant Buildable Acres	213

General Description (see attached map)

The Rosa Urban Reserve Area is a medium sized area on the south edge of Hillsboro, located north of SW Rosedale Road between SW River Road and SW 229th Avenue. The UGB forms the boundary on the east, north and a portion of the west side and rural reserve land is to the south and west. The land is relatively flat with some minor slopes near the stream corridors. Access to the area is provided by SW Rosedale Road, SW River Road, and SW 229th Avenue. SW Rosa Road bisects the southern portion of the reserve area in an east west direction

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the eastern, northern and a small portion of the western boundaries of the reserve area. The Tualatin River and the Meriwether National Golf Club provides 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 area 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 the urban reserve area along the southern edge. Overall there is a built and/or natural feature that provides a clear transition area between urban and rural lands for over half of the reserve area's urban-rural edge.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 142 acres of land mainly focused on Butternut Creek and a small tributary to the Tualatin River. The 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 identified north of Butternut Creek on either side of SW Rosa Road, although a portion of it is a filbert orchard. The riparian habitat along Butternut Creek is well established along the entire route of the stream through the southern portion of the reserve area.

The City of Hillsboro has adopted riparian habitat protection measures that are in compliance with Metro's Title 13 requirements as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. As most of the habitat areas are on relatively flat land that is easily developed and located in the central portion of the reserve area, some impacts to the habitat area would be expected. This is especially true if transportation connections are made through the center of the reserve area where a large segment of upland habitat is located. Overall future urbanization could occur with a moderate to low level of avoidance of regionally significant fish and wildlife habitat areas, depending on overall design of the area and necessary transportation connections.

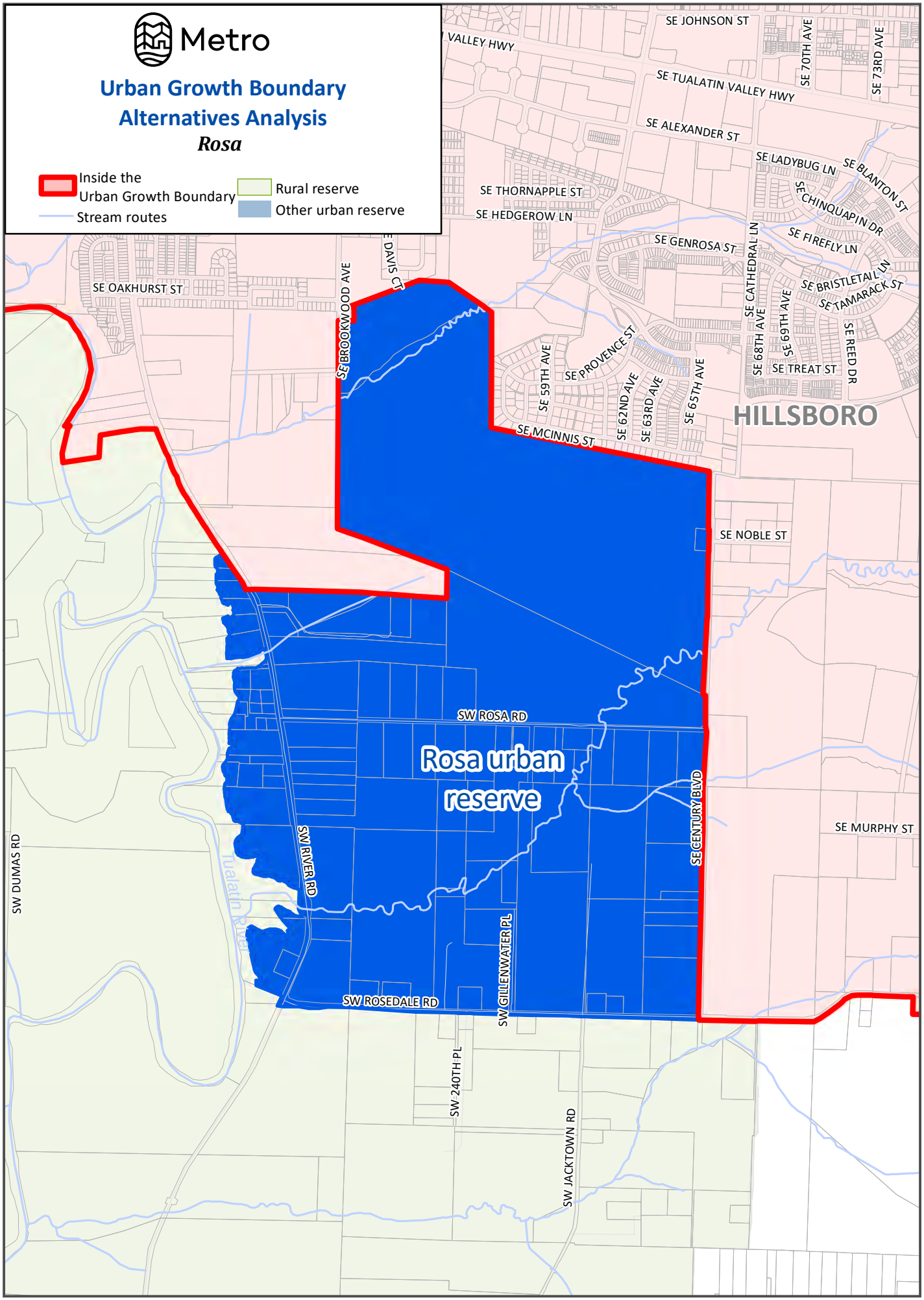
Contribution to the purposes of Centers and Corridors

The Hillsboro Regional Center is the closest 2040 designated center to the reserve area and can be accessed by SE Tualatin Valley Highway (2.65 miles) or SE River Road (2.33 miles). The Aloha Town Center is also located about 3.5 miles to the east along SE/SW Tualatin Valley Highway. Tri-Met line 57 runs along SE/SW Tualatin Valley Highway. South Hillsboro, adjacent to the east, is expected to develop with a town center area and a smaller scale village center. While these two centers are not 2040 designated centers they are expected to function in a similar fashion. SE/SW Tualatin Valley Highway is the closest 2040 designated corridor and is just over a half-mile north of the reserve area via SE Brookwood Ave. SE Tualatin Valley Highway in this location 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 of the road.

The Hillsboro Regional Center includes historic downtown Hillsboro and a large surrounding area that includes a wide variety of residential, employment and commercial uses. Metro's 2017 State of the Centers Atlas shows that this very large regional center has an average number of people per acre and dwelling units per acre and a slightly lower business per acre when compared with the other regional centers in the region. The Aloha Town Center is located along SW 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 shows 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 reserve area will not contribute to balancing the jobs to housing ratio, or promoting a walkable, vibrant and compact Town Center for Aloha due to the distance between the two areas. Likewise the Hillsboro Regional Center is located quite some distance from the reserve area and would not be affected by development of the reserve area. Urbanization of the reserve area would most likely support the development of the close town and village centers planned for South Hillsboro. Urbanization of the reserve area will not contribute to the purpose of the corridor as the current zoning for industrial and commercial use is focused on a larger geographical area and the traffic flow along SE Tualatin Valley Highway.



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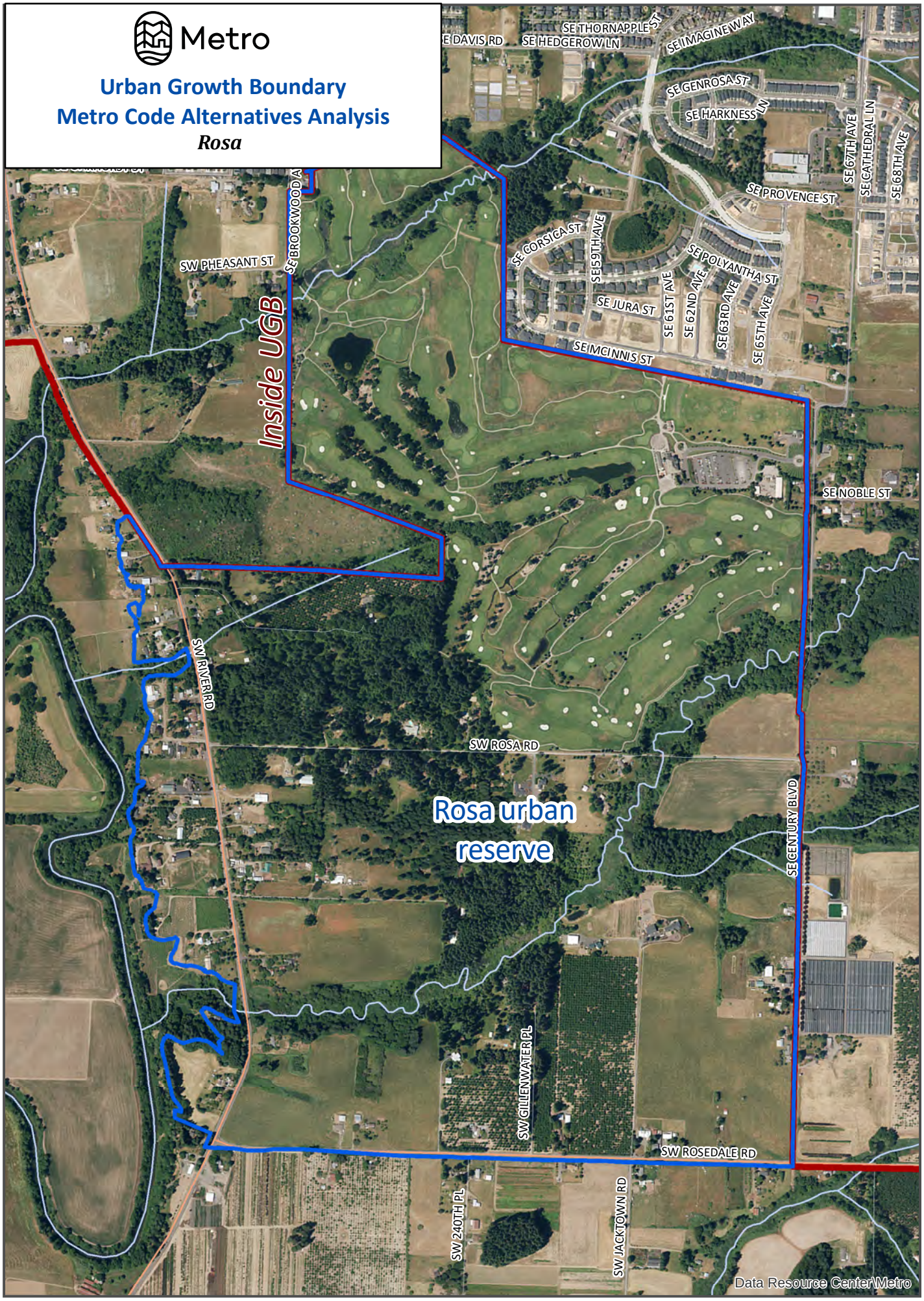
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Rosa



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SHERWOOD NORTH URBAN RESERVE AREA

Total Acres	123	Parcel Acres	111
Gross Vacant Buildable Acres	61	Net Vacant Buildable Acres	46

General Description (see attached map)

The Sherwood North Urban Reserve Area is a set of three very small sub-areas on the north side of Sherwood in the general vicinity of Highway 99W. The 100-year floodplain forms the northern boundary of all three sub-areas. The eastern sub-area is located north of SW Galbreath Drive and is approximately 35 acres in size. The middle sub-area straddles SW Pacific Highway and is approximately 57 acres in size. The western sub-area is north of SW Seely Lane and is approximately 31 acres in size. Access to the western sub-area is not straightforward whereas the middle sub-area has potential access to SW Pacific Highway and the eastern sub-area can be accessed by SW Gerda Lane and SW Cipole Road.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the southern edge of all three urban reserve sub-areas as well as the eastern edge of the eastern sub-area. The Chicken Creek riparian corridor provides a natural feature transition zone along the western edge of the western sub-area, which is a very small portion of the urban-rural edge. Otherwise there are no natural or built features that mark a clear transition for the remainder of the urban-rural edges in the sub-areas.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this area as an urban reserve means farmland within this analysis area is not the most important for the continuation of commercial agriculture in the region.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 24 acres with the majority of it located in the western and eastern sub-areas. The habitat areas are an extension of the floodplain and streams located in the adjacent

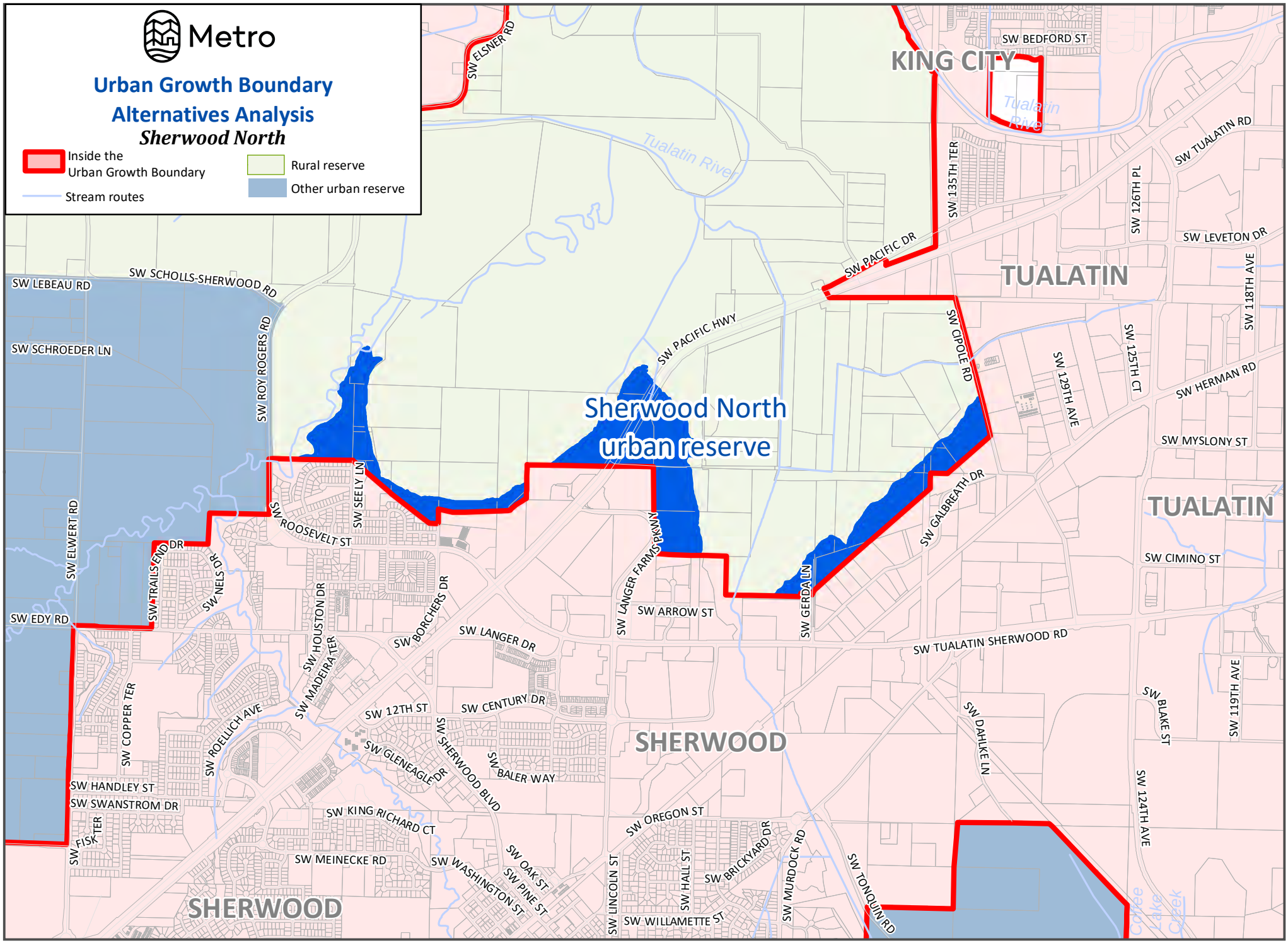
Tualatin River National Wildlife Refuge. The City of Sherwood has adopted riparian habitat protection measures that are in compliance with Metro's Title 13 requirements as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. Urbanization of the western and eastern sub-areas is unlikely to occur without some impact to riparian and upland wildlife habitat. A large portion of the central sub area can be urbanized while avoiding significant riparian and upland wildlife habitat.

Contribution to the purposes of Centers and Corridors

The Sherwood Town Center is the closest 2040 designated center near the reserve area. It is a small town center of 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 center contains a significant amount of housing. The three reserve sub-areas are ½ mile to one mile from the Town Center via Highway 99W, SW Tualatin-Sherwood Road or SW Roy Rogers Road. The central and eastern sub-areas have transit connections to the Town Center through TriMet routes 94 and 97 respectively. There is a 2040 designated corridor along Highway 99W that extends north of the Town Center to the middle sub-area. This portion of the corridor contains a few professional services, commercial uses and has power lines cutting across the roadway from a Portland General Electric substation.

The City completed a Town Center plan in 2013 that encompassed a larger area than Metro's 2040 designated location. The Langer Drive Commercial District portion of the City's plan most closely resembles the Metro designated area. The Langer portion is envisioned as a walkable and active shopping district complete with more pedestrian oriented buildings. Metro's 2017 State of the Centers Atlas shows a very high job to housing ratio and a very low dwelling units per acre compared to other town centers in the region.

Urbanization of the urban reserve sub-areas would not 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. In addition since the Town Center serves all of Sherwood and the nearby rural area it most likely will evolve over time to a more pedestrian friendly shopping district as redevelopment of the existing commercial buildings occurs to meet expectations of existing and future residents. Urbanization of the reserve area also would not impact the corridor as there is very little developable land within the reserve area and the corridor is mostly developed with only a couple of parcels that could be redeveloped.



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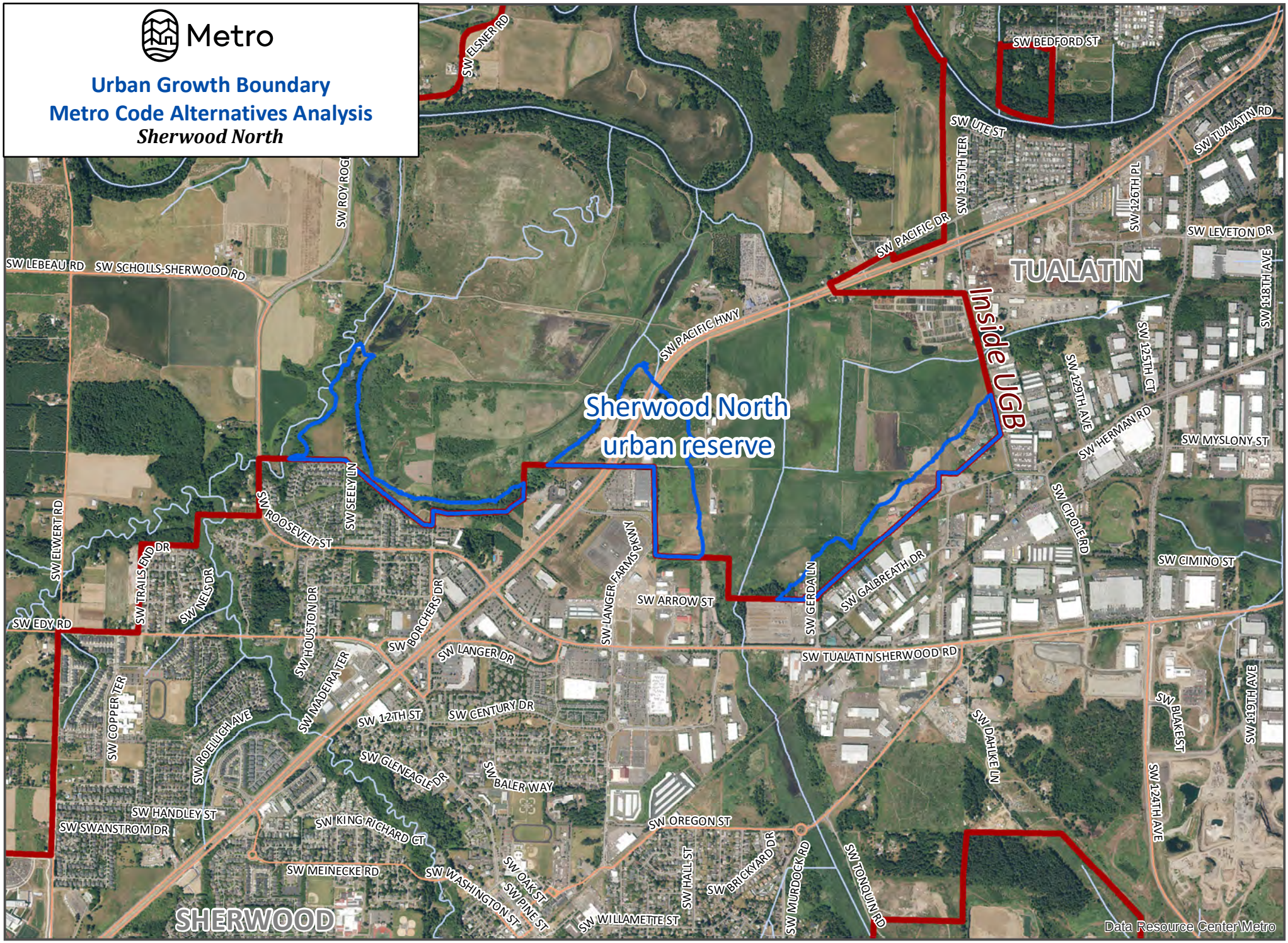
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Sherwood North



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SHERWOOD SOUTH URBAN RESERVE AREA

Total Acres	447	Parcel Acres	421
Gross Vacant Buildable Acres	221	Net Vacant Buildable Acres	168

General Description (see attached map)

The Sherwood South Urban Reserve Area is a rectangular shaped area on the south side of Sherwood, south of SW Brookman Road and east of Highway 99W that totals 447 acres in size. The UGB forms the northern boundary and the Clackamas-Washington County line forms the eastern boundary. The area is served by SW Brookman Road, SW Middleton Road and SW Oberst Road. The area contains five streams including the confluence of Goose and Cedar Creeks. The land north of SW Brookman Road was added to the UGB in 2002; only recently has a portion of the area been annexed to the City of Sherwood and currently it is still rural.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the northern border of the reserve area. Along the short eastern edge of the reserve area there is a change in elevation of around 100-feet up to SW Ladd Hill Road, resulting in a small natural feature that provides some transition area between the urban and rural lands. This strip of land includes rural residences on mostly forested lots and the headwaters of a small tributary to Cedar Creek that flows within the reserve area. Along the majority of the southern edge of the reserve area is a significant change in elevation of approximately 800-feet 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 provides a transition between urban and rural lands using a natural feature. The remaining portion of the southern edge includes the Cedar Creek riparian area and a tributary stream that form a transition area for the remaining rural lands to the south. The 150-240 foot right-of-way of Highway 99W provides a built feature transition area between urban and rural uses along the western edge of the urban reserve area. Therefore, there is a clear transition between urban and rural lands using both natural and built features for the entire urban-rural edge of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

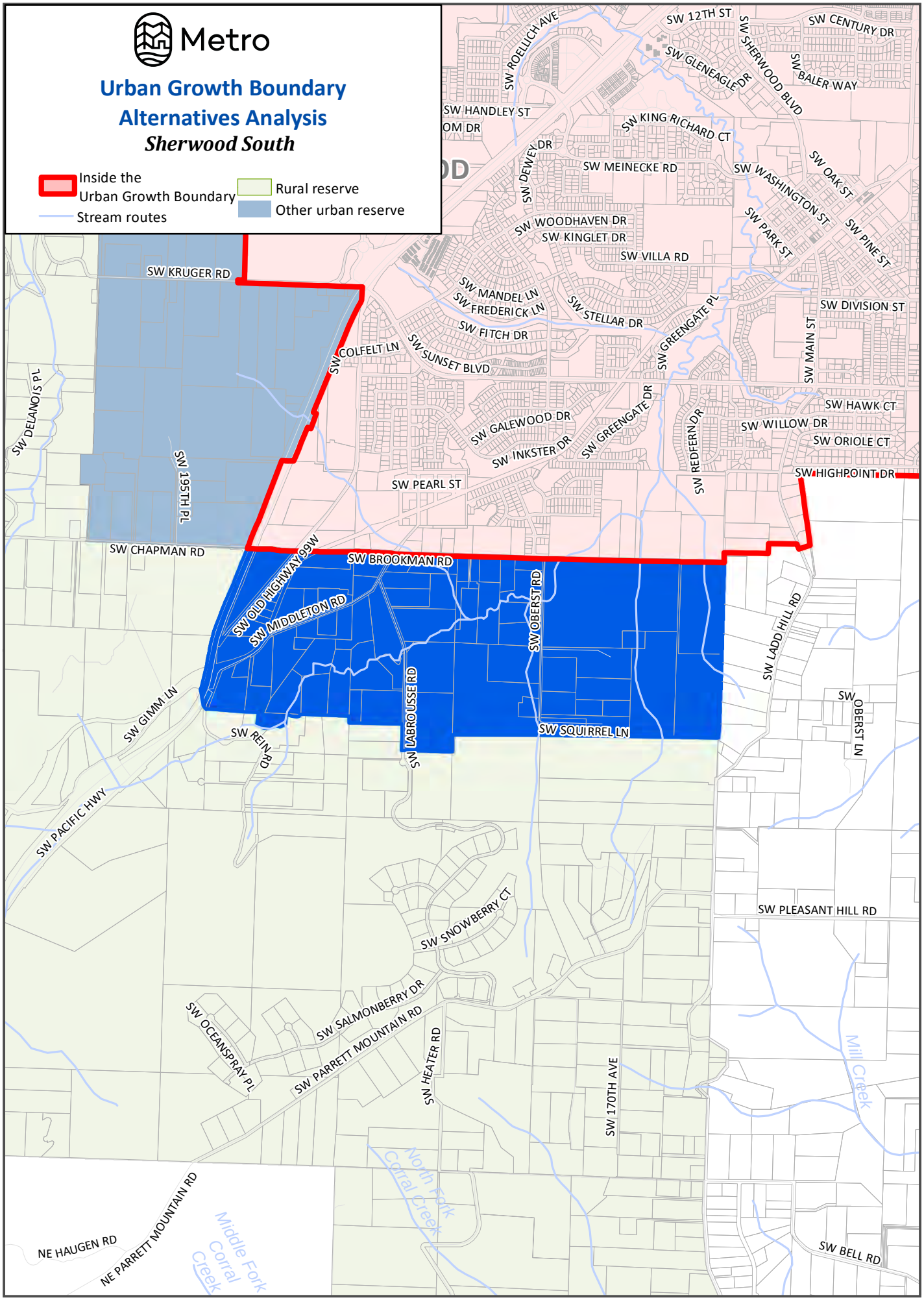
Regionally significant riparian and upland habitat not constrained by steep slopes or in public ownership covers 111 acres mainly along Cedar and Goose Creeks as well as the three smaller tributaries to Cedar Creek. The numerous stream corridors divide the reserve area into small dispersed locations of developable land. The City of Sherwood has adopted riparian habitat protection measures that are in compliance with Metro's Title 13 requirements as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. Steep slopes along portions of the stream corridors will provide some additional protection for some of the habitat; however the need for transportation connections between the dispersed developable areas will result in impacts to a moderate to high amount of significant habitat areas. Overall urbanization can occur with a low to moderate level of avoidance of regionally significant fish and wildlife habitat depending on the number of transportation connections that are made.

Contribution to the purposes of Centers and Corridors

The Sherwood Town Center is the closest 2040 designated center near the reserve area. It is a small Town Center of 88 acres, located to the northeast 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 center contains a significant amount of housing. The reserve area is connected to the center via Highway 99W (approximately 2 miles) and there are currently no transit connections between the two locations. The closest 2040 designated corridor is in the old town portion of Sherwood along SW Railroad Street/SW Oregon Street which is about one mile from the area via SW Ladd Hill Road/SW Main Street. The corridor is developed with small commercial retail and restaurant uses, the Sherwood City Hall, Library, and Center for the Arts in the downtown area and varied employment uses and single-family homes as the corridor extends north along SW Oregon Street.

The City completed a Town Center plan in 2013 that encompassed a larger area than Metro's 2040 designated location. The Langer Drive Commercial District portion of the City's plan most closely resembles the Metro designated area. The Langer portion is envisioned as a walkable and active shopping district complete with more pedestrian oriented buildings. Metro's 2017 State of the Centers Atlas shows a very high job to housing ratio and a very low dwelling units per acre compared to other town centers in the region.

Urbanization of the reserve area would not have a significant impact on the development of the Town Center area as a walkable and active shopping district due to the distance between the two areas. In addition since the Town Center serves all of Sherwood and the nearby rural area it most likely will evolve over time to a more pedestrian friendly shopping district as redevelopment of the existing commercial buildings occurs to meet expectations of existing and future residents. Urbanization of the reserve area will not contribute to the purpose of the corridor as the historic downtown area is thriving as a walkable area with numerous retail and restaurant options and civic uses. In addition the reserve area is too far away over a fairly large hill for easy pedestrian access on a regular basis.



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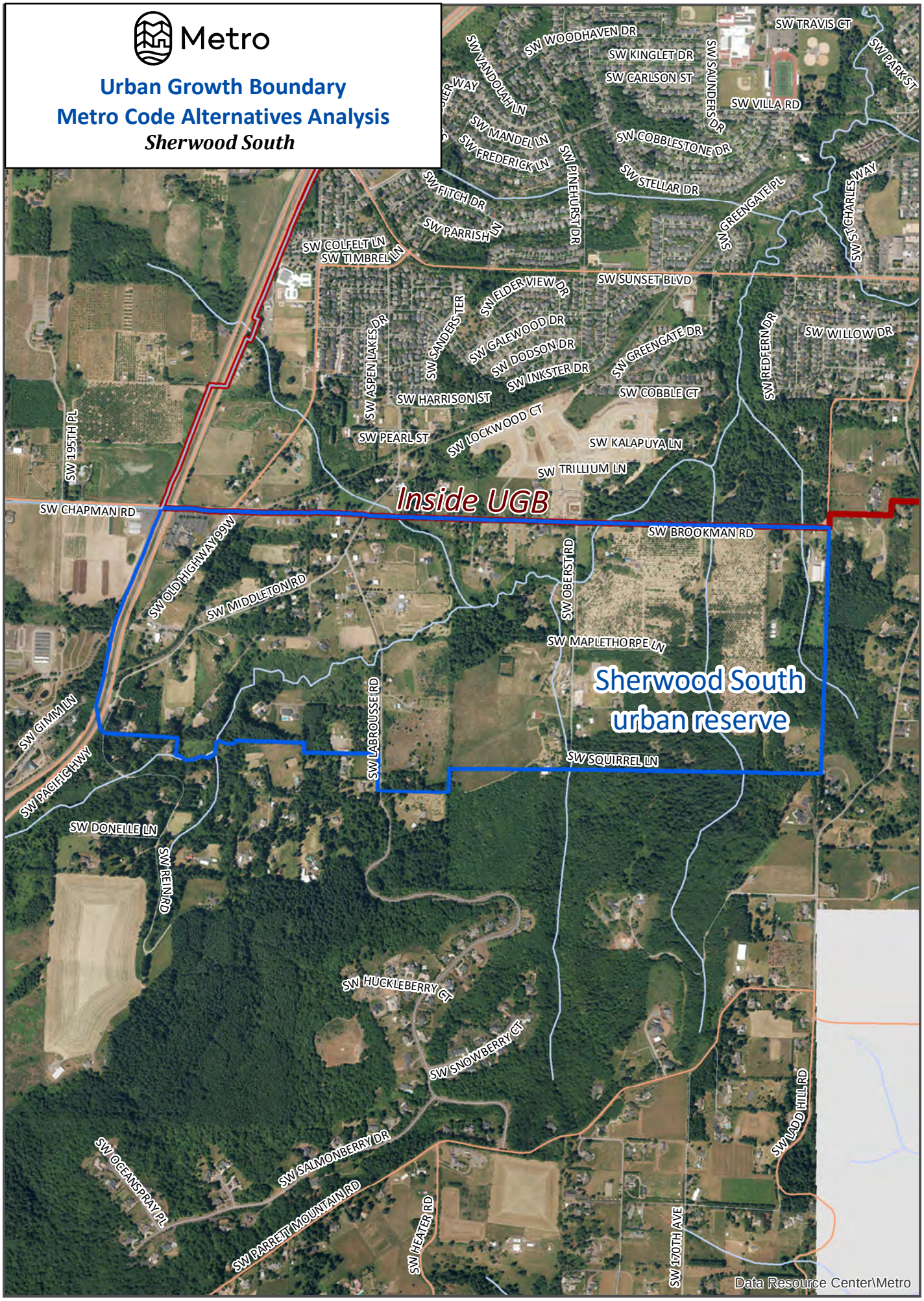
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Sherwood South



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SHERWOOD WEST URBAN RESERVE AREA

Total Acres	1,205	Parcel Acres	1,159
Gross Vacant Buildable Acres	811	Net Vacant Buildable Acres	628

General Description (see attached map)

The Sherwood West Urban Reserve Area is a large area on the west side of Sherwood that stretches from SW Scholls Sherwood Road in the north to SW Chapman Road in the south and totals 1,205 acres in size. The UGB forms the eastern boundary with the exception of the very northern portion and rural reserve land borders the remaining three sides. The land generally slopes up from east to west and Chicken Creek flows north diagonally through the middle portion of the area. Access to the area 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.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the majority of the eastern boundary of the urban reserve area, with the exception of the northern portion of the boundary that runs along SW Roy Rogers Road between the 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 that provides a transition zone. Even assuming SW Scholls Sherwood Road, SW Lebeau Road and SW Roy Rogers Road are developed to urban arterial standards 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 reserve area along all of these roadways. Chicken Creek and a tributary's riparian corridors provide a natural feature transition area for the majority of the western edge of the reserve area. There is a pocket of rural residences south of SW Edy Road that abuts the reserve area with no transition zone. There is no natural or built feature to the south of the reserve area that provides a transition zone however the equestrian center that is about ¼ mile south of the reserve area functions somewhat as a transition area for the rural uses further south as this large facility is more developed than a typical rural home or farm, while at the same time focusing on a rural use. Additional buffers will need to be incorporated into the planning and design of the urban reserve area along the pocket of rural residences south of SW Edy Road and to a lesser extent along the southern edge. Overall there is a natural features transition area between urban and rural lands for just over half of the urban-rural edge of the reserve area.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian and upland wildlife habitat not constrained by steep slopes or in public ownership covers 229 acres with the vast majority associated with Chicken Creek, which slices diagonally through the center of the reserve area. It appears some of the upland habitat has been removed since the habitat inventory was completed in 2002. A power line parallels the stream corridor through the reserve area. Similarly there is a significant amount of riparian and upland wildlife habitat associated with the West Fork Chicken Creek that flows through two smaller sections of the reserve area. Portions of both stream corridors have adjacent steep slopes, with the larger amount of steep slopes associated with West Fork Chicken Creek. There is a very large block of upland habitat identified in the northern portion of the reserve area associated with forested land that connects to Chicken Creek. There is a smaller amount of riparian and upland wildlife habitat associated with Goose Creek in the southern portion of the reserve area, although it appears that some of the forested upland has been removed since the habitat inventory was completed.

The City of Sherwood has adopted riparian habitat protection measures that are in compliance with Metro's Title 13 requirements as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program. The City will need to develop an upland habitat protection program that also complies with Title 13, which does allow for impacts to habitat areas. The habitat areas associated with West Fork Chicken Creek are less susceptible to impacts from development as they are more isolated and contain more adjacent steep sloped areas. The large block of upland habitat in the northern portion of the area is very susceptible to impacts as its size and central location would inhibit a cohesive development pattern and transportation connections. The power line along Chicken Creek provides some additional level of protection for the habitat resources as development opportunities are limited within the power line easement. In addition the habitat corridor along Chicken Creek ranges in width from 500 feet to well over a 1,000 feet which may limit or nullify transportation connections across the stream due to the long distance. The smaller habitat area associated with Goose Creek is also susceptible to impacts depending on design of the development and transportation connections. Overall most of the regionally significant fish and wildlife habitat area could be avoided however impacts would be expected to the large upland habitat area and possibly the habitat associated with Goose Creek.

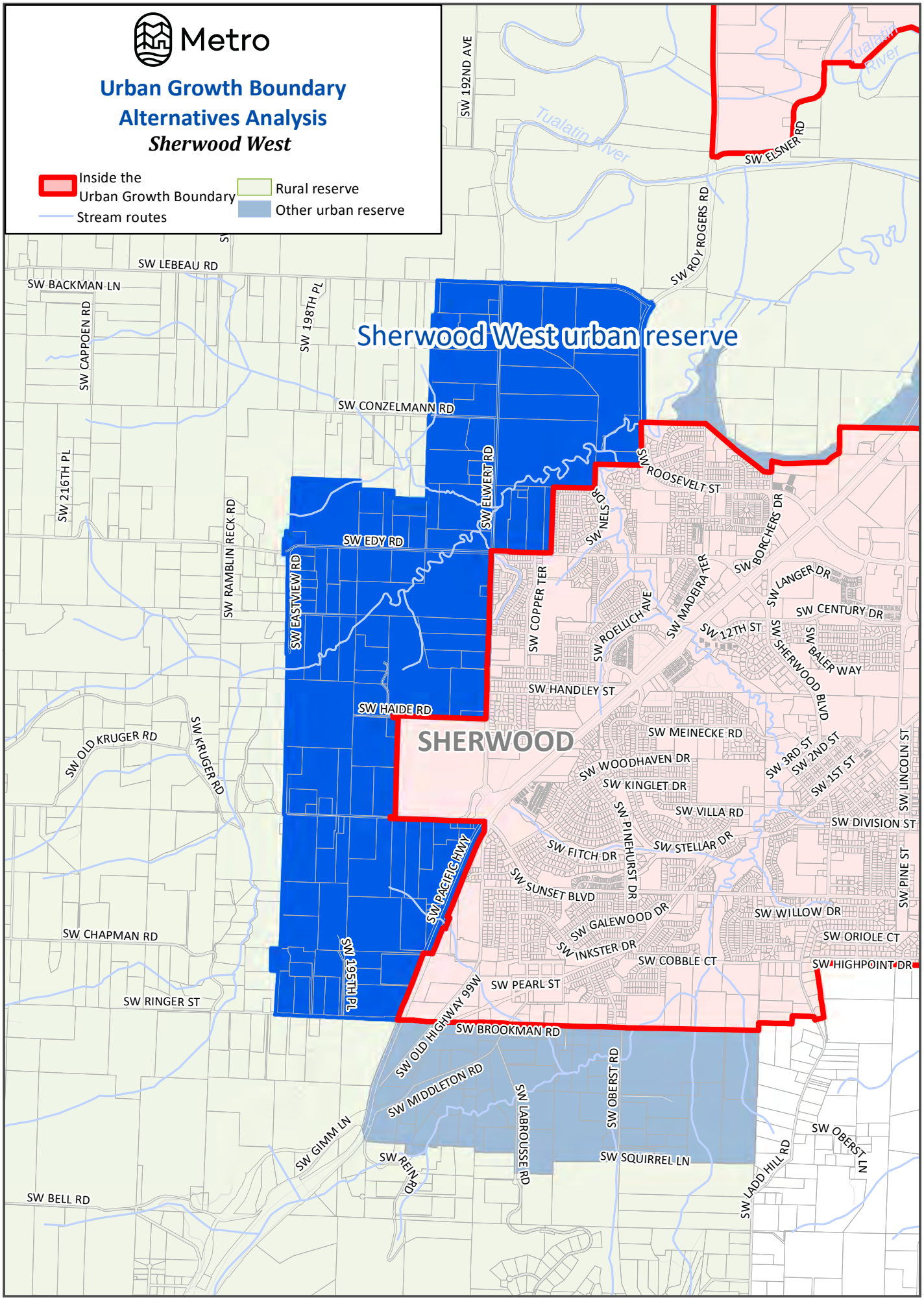
Contribution to the purposes of Centers and Corridors

The Sherwood Town Center is the closest 2040 designated center near the Sherwood West Urban Reserve area. It is a small Town Center of 88 acres, located to the northeast 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 center contains a significant amount of housing. The reserve area is connected to the center via Highway 99W (approximately 1 mile) and there are currently no transit connections between the two locations. There is a 2040 designated corridor adjacent to the reserve area along SW Edy Road between SW Elwert Road and SW Nursery Way. This very small corridor is less than 2,000 feet in length and contains single-family homes and one parcel that is underdeveloped.

The City completed a Town Center plan in 2013 that encompassed a larger area than Metro's 2040 designated location. The Langer Drive Commercial District portion of the City's plan most closely resembles the Metro designated area. The Langer portion is envisioned as a walkable and active shopping district complete with more pedestrian oriented buildings. Metro's 2017 State of the Centers Atlas shows a very high job to housing ratio and a very low dwelling units per acre compared to other town centers in the region.

Urbanization of the reserve area may contribute to the development of the Town Center area as a walkable and active shopping district due to the large size of the reserve area and the fairly close distance between the two areas. Since the Town Center serves all of Sherwood and the nearby rural area it most likely will evolve over time to a more pedestrian friendly shopping experience as redevelopment of the existing commercial buildings occurs to meet expectations of existing and future residents. Urbanization of the reserve area will not impact the corridor as it is mostly developed with single-family homes. The expectation is the one underdeveloped parcel will also be developed with single-family homes in the future.



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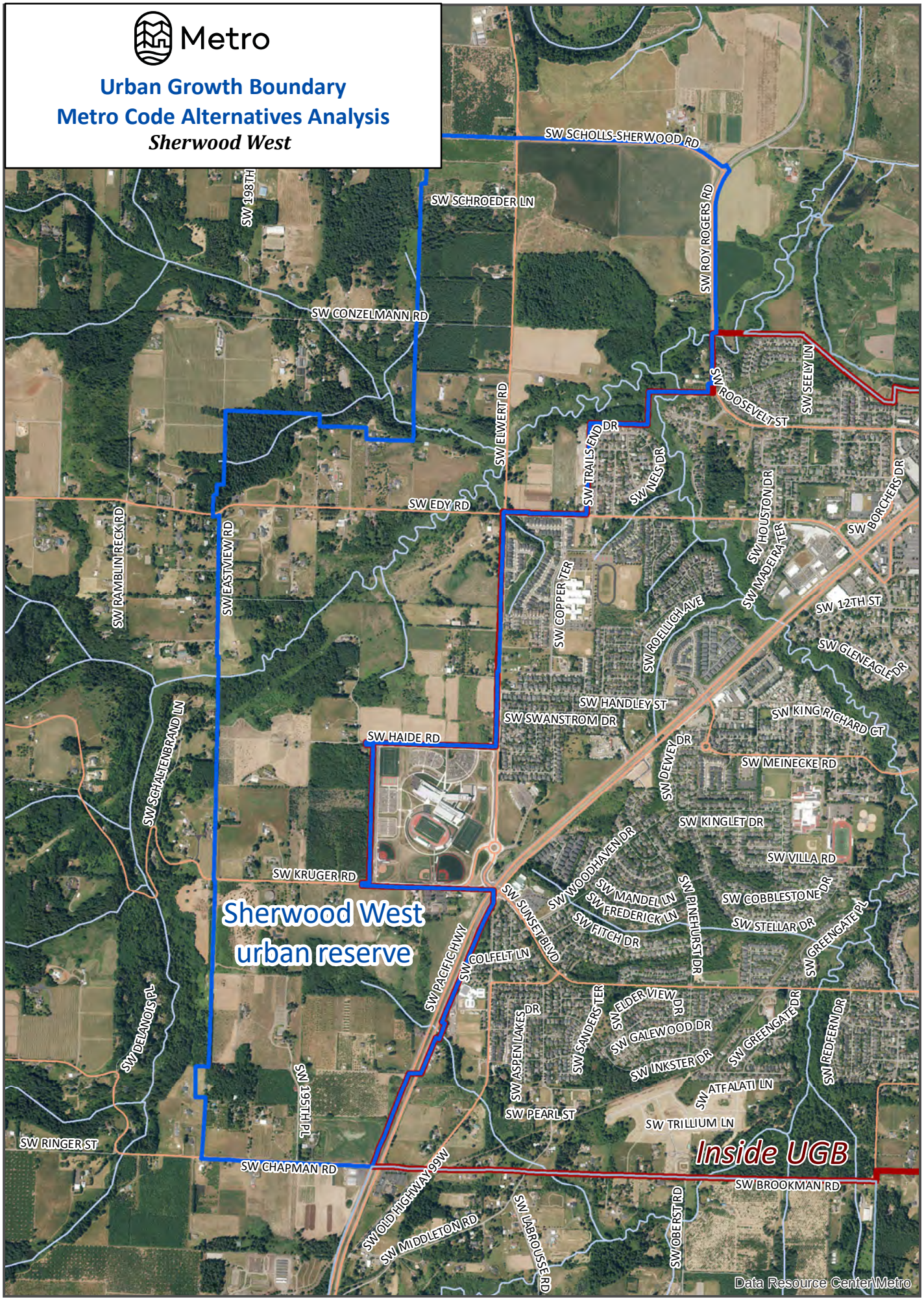
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Sherwood West



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WILSONVILLE SOUTHWEST URBAN RESERVE AREA

Total Acres	67	Parcel Acres	64
Gross Vacant Buildable Acres	27	Net Vacant Buildable Acres	20

General Description (see attached map)

The Wilsonville Southwest Urban Reserve Area is an irregular shaped area on the southwest side of Wilsonville that totals 67 acres in size. The reserve area is on the south side of SW Wilsonville Road and almost extends to the Willamette River. The Graham Oaks Nature Park is directly north of the reserve area, across SW Wilsonville Road. The UGB forms the eastern boundary and the area is served by SW Wilsonville Road.

METRO CODE REQUIREMENTS

Clear transition between urban and rural lands, using natural and built features to mark the transition (see attached aerial photo)

The UGB forms the eastern boundary of the urban reserve area. SW Wilsonville Road forms the edge of the reserve area to the north and west. The Corral Creek and Mill Creek riparian areas on the west side of SW Wilsonville Road provide a natural buffer for the land to the west. Even assuming SW Wilsonville Road is built to an arterial level roadway, 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 the reserve area along the northern edge to provide a clear transition from urban to rural uses. The Corral Creek riparian corridor provides a natural transition between urban and rural lands along the southern edge of the reserve area. Overall, more than half of the urban-rural edge has a natural feature that provides a transition between urban and rural lands.

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

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this 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.

Avoidance of conflict with regionally significant fish and wildlife habitat

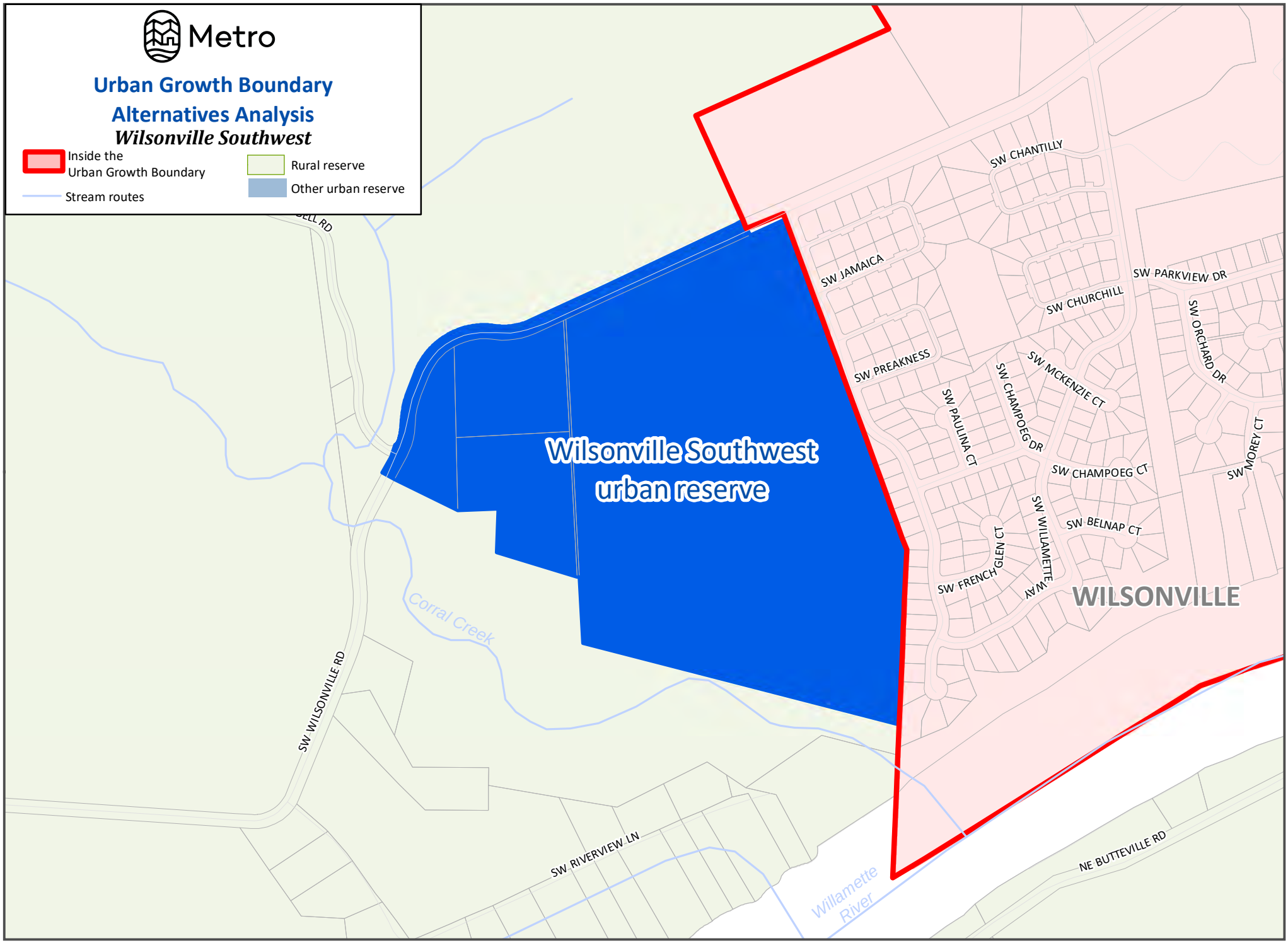
Regionally significant riparian and upland wildlife habitat covers 32 acres not constrained by steep slopes or in public ownership. However, it appears that almost the entire identified upland habitat that totals 28 acres is in agricultural use as filbert orchards. The remaining 4 acres of riparian habitat is associated with Corral Creek along the southern edge of the reserve area. The City of Wilsonville has adopted a riparian habitat protection program that is in substantial compliance with Metro's Title 13 Nature in Neighborhoods regulations. The City will need to develop an upland habitat protection program that also complies with Title 13, depending on the determination of significant upland habitat in the reserve area. Title 13 does allow for impacts to habitat areas. The City's protection program and the location of the habitat on the southern edge of the reserve area combined with some areas of steep slopes above the stream corridor will protect the significant riparian habitat. Overall, future urbanization of the reserve area can occur while avoiding the riparian habitat areas.

Contribution to the purposes of Centers and Corridors

The Wilsonville Town Center is the nearest 2040 center, located to the east of the reserve area. The Town Center is located east of I-5, is about 100 acres in size, and primarily serves the city. The Town Center is located a short distance from the terminus of the WES Commuter Rail line and is linked to the reserve area by SW Wilsonville Road (1.5 miles). SMART, the City of Wilsonville's bus service provides service between the Town Center and the Graham Oak Nature Park which is across SW Wilsonville Road from the reserve area through the Route 4 Wilsonville Road line. There is one 2040 designated corridor in Wilsonville that runs along SW Elligsen Road west of I-5 and then south along SW Parkway Ave, which parallels I-5 on the east, to the Town Center. The corridor is mostly built out with commercial retail or employment uses with some single-family and multi-family residential near the Town Center and is a little over two miles away along SW Wilsonville Road and SW Town Center Loop E.

The City of Wilsonville is currently developing a Town Center Plan that 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, fewer people and dwellings per acre than the regional town center average, and high access to parks.

The Wilsonville Southwest urban reserve area was identified by Wilsonville as a location for long-term future urbanization. The City's 20 Year Look process (2007) identified this area for potential residential use. Urbanization of the analysis area will not contribute to the purpose and vision of the Wilsonville Town Center or the corridor due to the distance between the two areas and the minimal amount of new households that would be developed in this very small urban reserve area.



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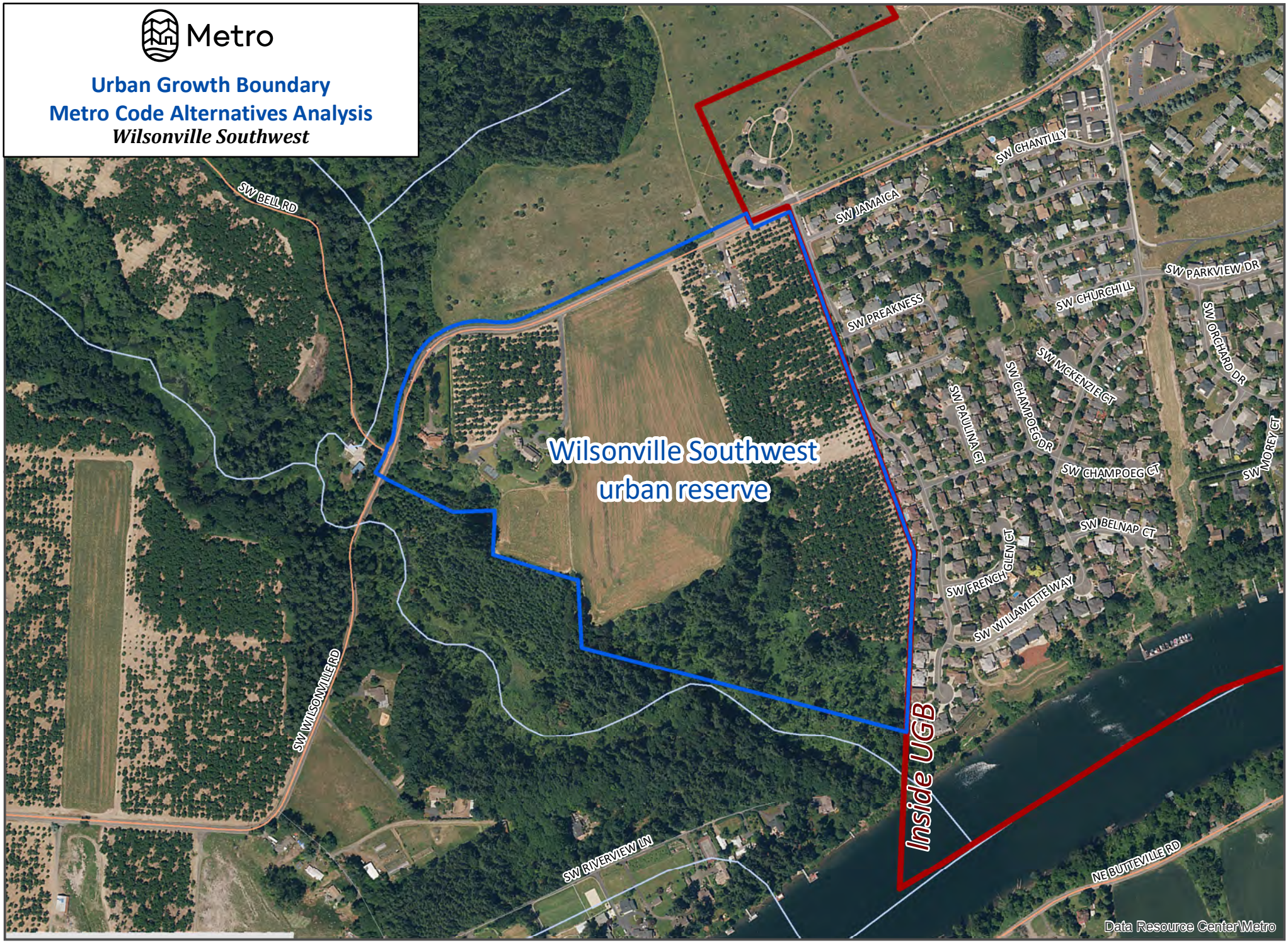
Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Wilsonville Southwest



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Appendix 3: Metro Code Analysis Results

Metro Code Factors				
Urban Reserve	**Transition between urban and rural lands using natural and built features**	**Protection of farmland for commercial agriculture**	**Avoidance of regionally significant fish and wildlife habitat**	**Contribution to the purposes of Centers and Corridors**
Beaver Creek Bluffs	High	High	Medium	Low
Bendemeer	High	High	Medium	Low
Bethany West	Low	High	Medium-Low	Low
Borland	High	High	Low-Medium	Low
Brookwood Parkway	High	High	High	Low
David Hill	High	High	Medium	Low
Elligsen Road North	Low	High	Low-Medium	Low
Elligsen Road South	Low	High	Medium-Low	Low
Grahams Ferry	Medium	High	High	Low
Gresham East	Medium	High	Medium-Low	Low
Henrici	Medium	High	Medium-High	Low
Holcomb	Medium	High	Medium	Low
Holly Ln/ Newell Creek	High	High	High	Low
I-5 East	Low	High	Low	Low
Maplelane	High	High	Low-Medium	Low
River Terrace South	Low	High	High-Medium	Low
River Terrace West	High	High	Medium	Low
Rosa	Medium	High	Medium-High	Low
Sherwood North	Low	High	Low	Low
Sherwood South	High	High	Low-Medium	Low
Sherwood West	Medium	High	Medium	Low-Medium
Wilsonville Southwest	Medium	High	High	Low