

BEEF BEND SOUTH URBAN RESERVE AREA

Total Acres	528	Parcel Acres	493
Gross Vacant Buildable Acres	282	Net Vacant Buildable Acres	214

General Description (see attached map)

The Beef Bend South Urban Reserve Area is a moderate sized area west of King City that is south of SW Beef Bend Road between SW Roy Rogers Road and SW 137th Avenue. The Tualatin River and a portion of SW Elsner Road form the southern boundary of the reserve area. The land is generally flat with some sloped areas adjacent to five streams that flow south towards the Tualatin River. Access to the area is provided by SW Beef Bend Road, SW 137th Avenue, SW Elsner Road 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 forms the eastern and a portion of the northern boundary of the urban reserve area. The Tualatin River provides a natural feature to mark the transition between urban and rural lands for a large portion of the southern edge of the reserve area, from SW 137th Ave to SW Elsner Road and then again along the last 1,300 feet of SW Elsner Road to SW Roy Rogers Road. There is no natural or built feature for the small portion of the reserve boundary along SW Elsner Road between the two sections where the Tualatin River is present and buffers will need to be incorporated in the planning and design of the reserve area in this location. SW Roy Rogers Road forms the western edge and SW Beef Bend Road forms the remaining portion of the northern edge of the reserve area. Even assuming SW Roy Rogers Road and SW Beef Bend Road develop as arterial roadways in the future the roads themselves 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 use. However, the rural land north of SW Beef Bend Road is in the Roy Rogers East 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 in this location should consider the potential for making urban form connections to the north in the future. Overall about half of the urban-rural edge of the reserve area does not have a natural or built feature that provides a transition between urban and rural lands and buffers will need to be included in the planning and design of the urban reserve in those locations.

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 74 acres of reserve land. The habitat is focused along the five stream corridors that flow into the Tualatin River and along the river itself. GIS data indicates a sixth stream flowing through the nursery property but aerial photos do not show the presence of a stream and it appears it may have been tiled or piped through the retail nursery property. The City has identified the drainage way in this area as a floodway swale that runs from west of SW Roy Rogers Road to SW Elsner Road. The numerous stream corridors divide the reserve area into small sections of unconstrained land. The City of King City 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. All of the stream corridors have adjacent areas of steep slopes which will provide additional protection for the riparian and upland habitat. However the stream corridors are susceptible to impacts related to transportation connections needed to link the different sections of unconstrained land together as well as provide an alternate east-west route through the reserve area. In addition, there are some significant areas of floodplain along both the Tualatin River and some of the stream corridors that will provide additional restrictions on the amount of development that can occur there. Overall urbanization of the reserve area can occur with little avoidance of the significant riparian and upland habitat due to the needed transportation connections across the five stream corridors.

Contribution to the purposes of Centers and Corridors

The King City Town Center is the closest Metro 2040 designated center to the urban reserve area (1.5 miles) 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. Highway 99W is a 2040 designated corridor that runs through the Town Center and is 1.3 miles from the reserve area via SW Beef Bend Road. The corridor south of the Town Center is mostly residential with a couple of commercial retail and professional businesses. North of the Town Center is also mostly residential with commercial retail uses starting north of SW Bull Mountain Road. A second 2040 designated

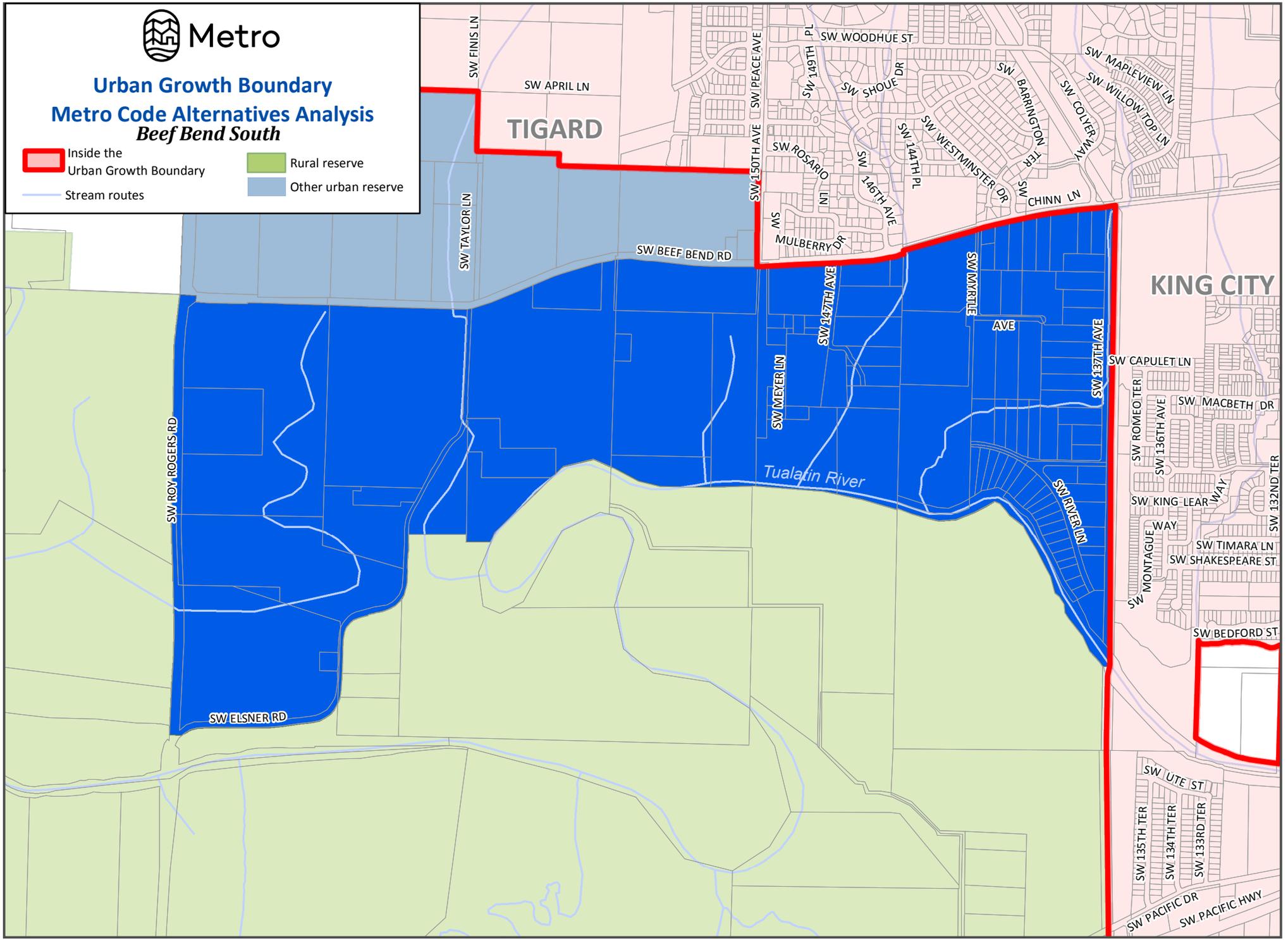
corridor is along SW Roy Rogers Road from SW Scholls Ferry Road to just south of SW Bull Mountain Road in the River Terrace area of Tigard. The northern portion of the corridor is currently being built out with residential uses while the southern portion is still rural. The River Terrace concept plan calls for a small area of commercial development to serve the adjacent residential areas.

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 corridor along Highway 99W as the commercial retail uses serve a much larger area and adding new residents a mile away will not be a significant impact. Likewise urbanization of the reserve area will not support the future small commercial area on SW Roy Rogers Road as this commercial development is sized to serve the nearby adjacent River Terrace area that will be built out before the urban reserve area.



Urban Growth Boundary Metro Code Alternatives Analysis Beef Bend South

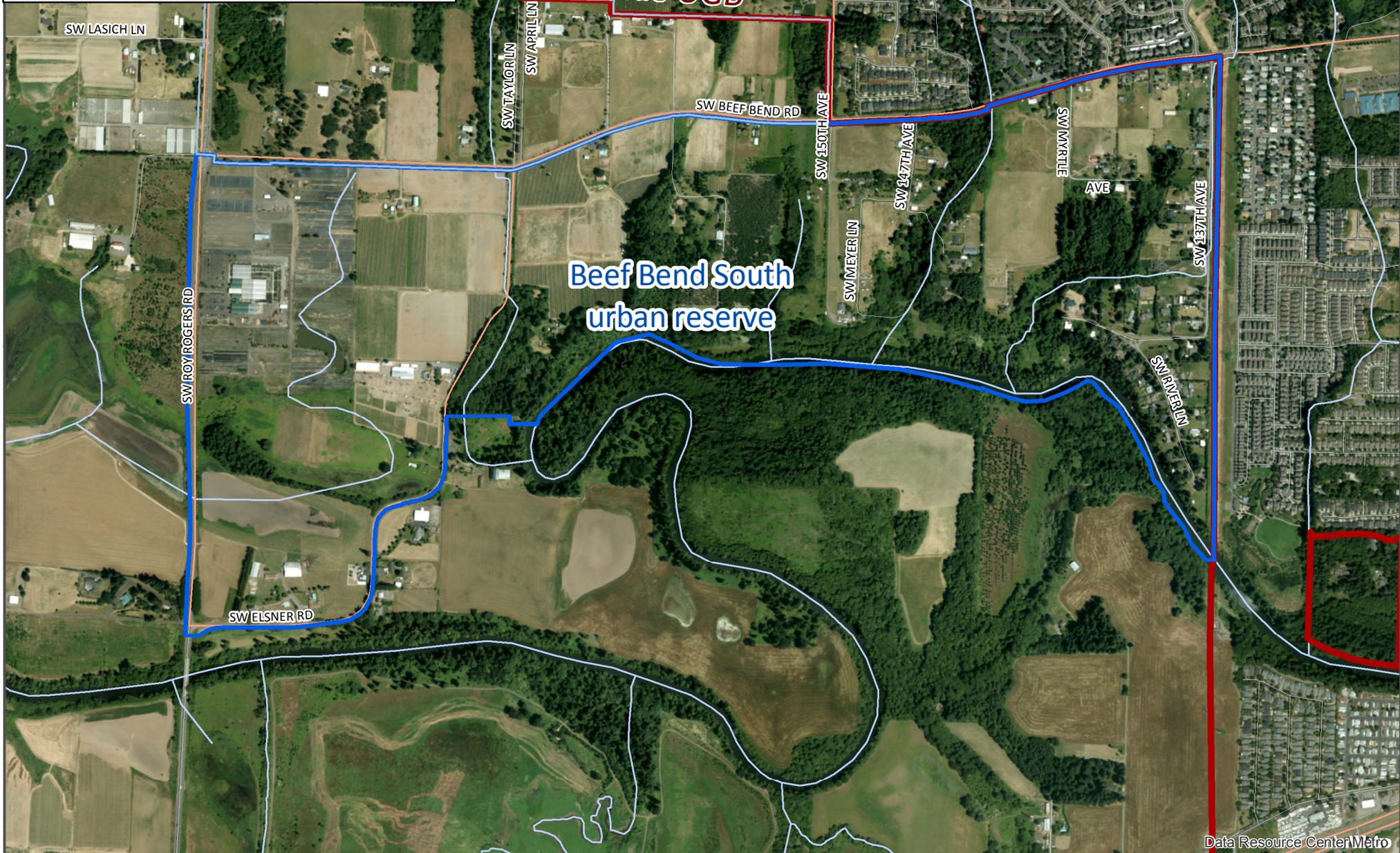
- Inside the Urban Growth Boundary
- Rural reserve
- Other urban reserve
- Stream routes



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Urban Growth Boundary
Metro Code Alternatives Analysis
Beef Bend South



Data Resource Center Metro

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