

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.

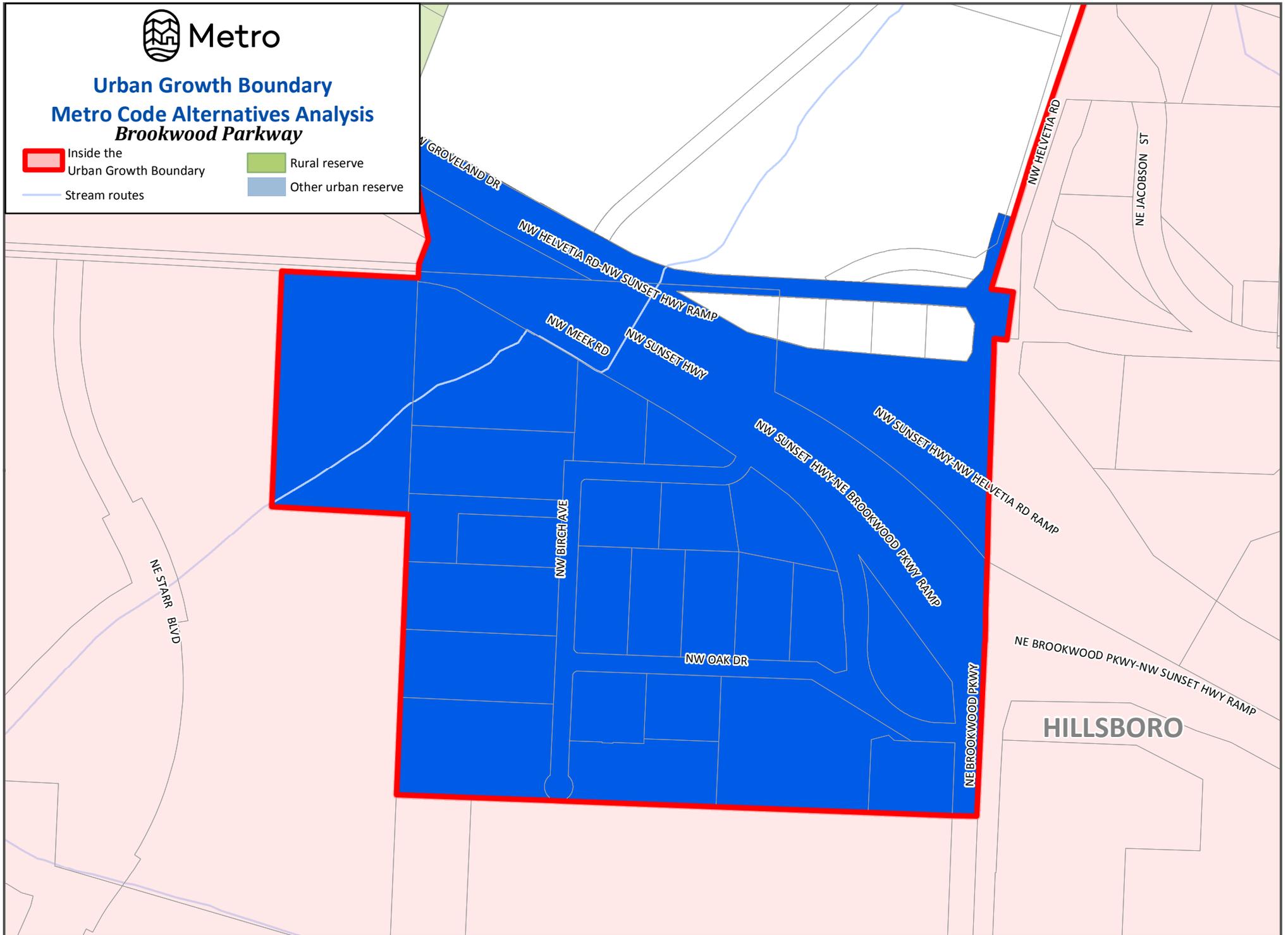
The Orenco Town Center is essentially built out with a mixture of housing types and commercial retail uses. The center was built as a transit-oriented development surrounding the Orenco Light Rail Station. Metro's 2017 State of the Centers Atlas shows it has a higher than average total population, people 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.



Urban Growth Boundary Metro Code Alternatives Analysis Brookwood Parkway

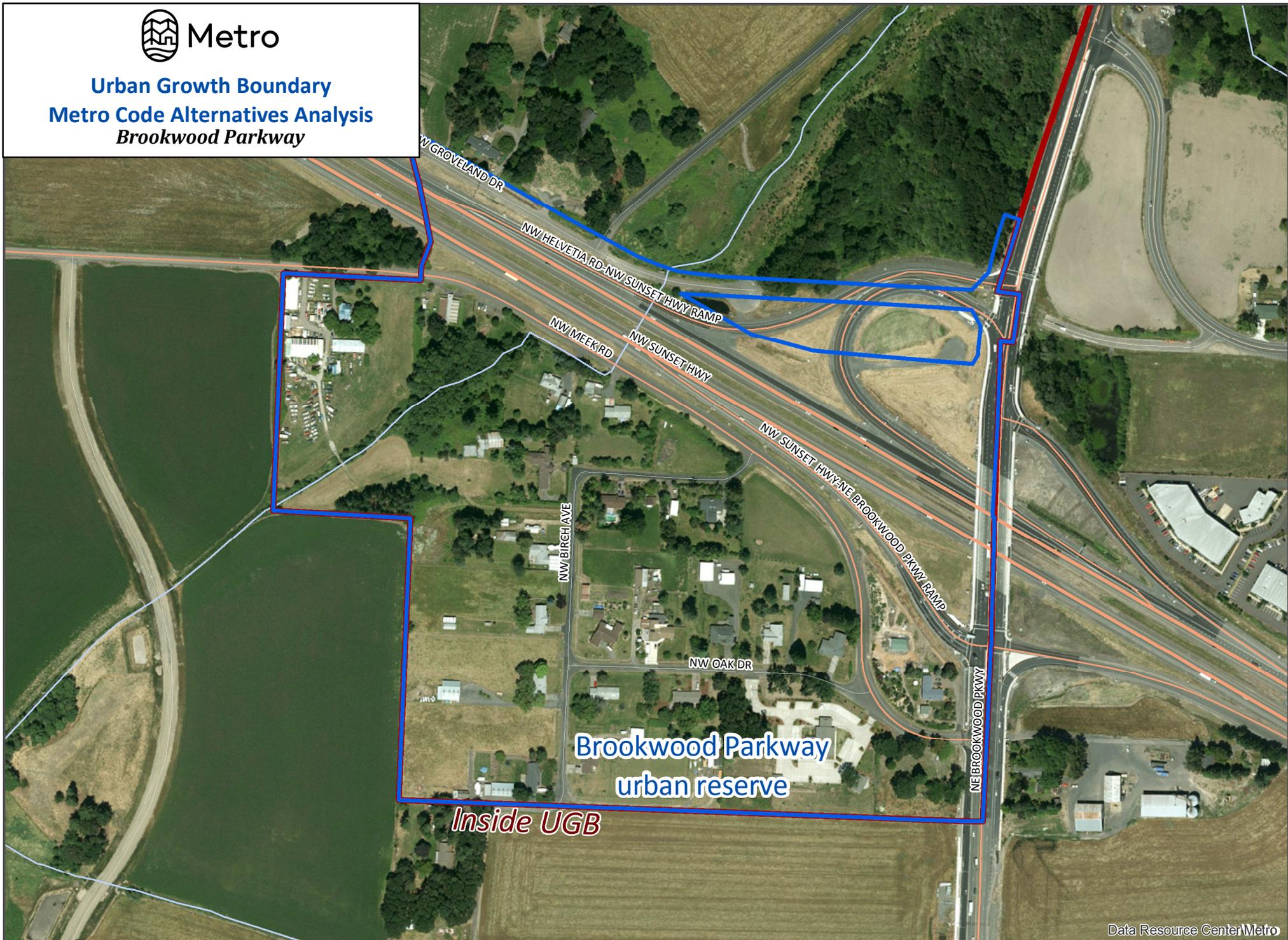
- Inside the Urban Growth Boundary
- Rural reserve
- Other urban reserve
- Stream routes



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**Urban Growth Boundary
Metro Code Alternatives Analysis
Brookwood Parkway**



Data Resource Center Metro

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