

ELLIGSEN ROAD NORTH URBAN RESERVE AREA

Total Acres	633	Parcel Acres	588
Gross Vacant Buildable Acres	427	Net Vacant Buildable Acres	324

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.

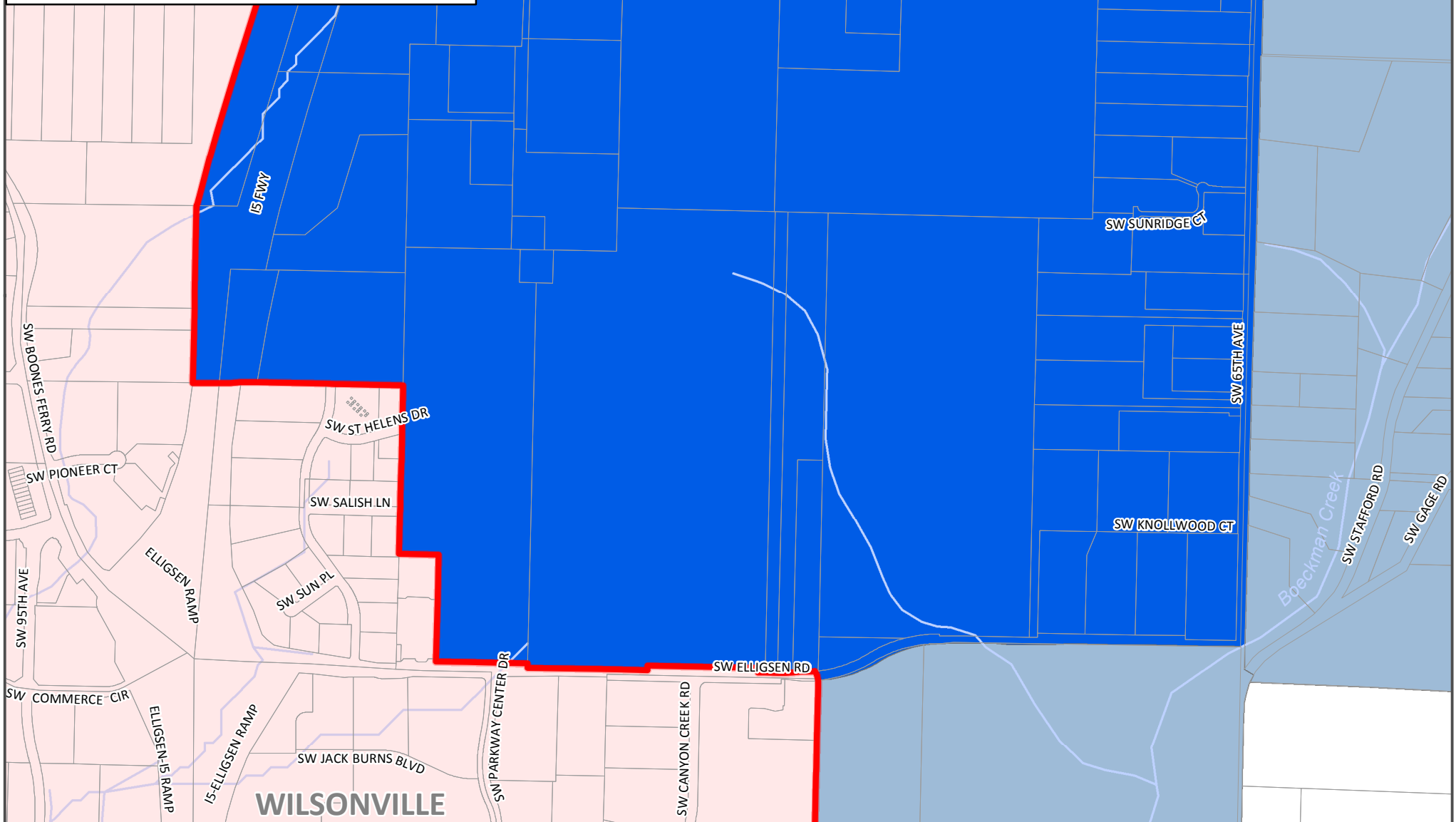
Metro's 2017 State of the Centers Atlas shows a higher than average jobs to housing ratio, fewer people and dwellings per acre than the regional town center average, and high access to parks.

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.



Urban Growth Boundary
Metro Code Alternatives Analysis
Elligsen Road North

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

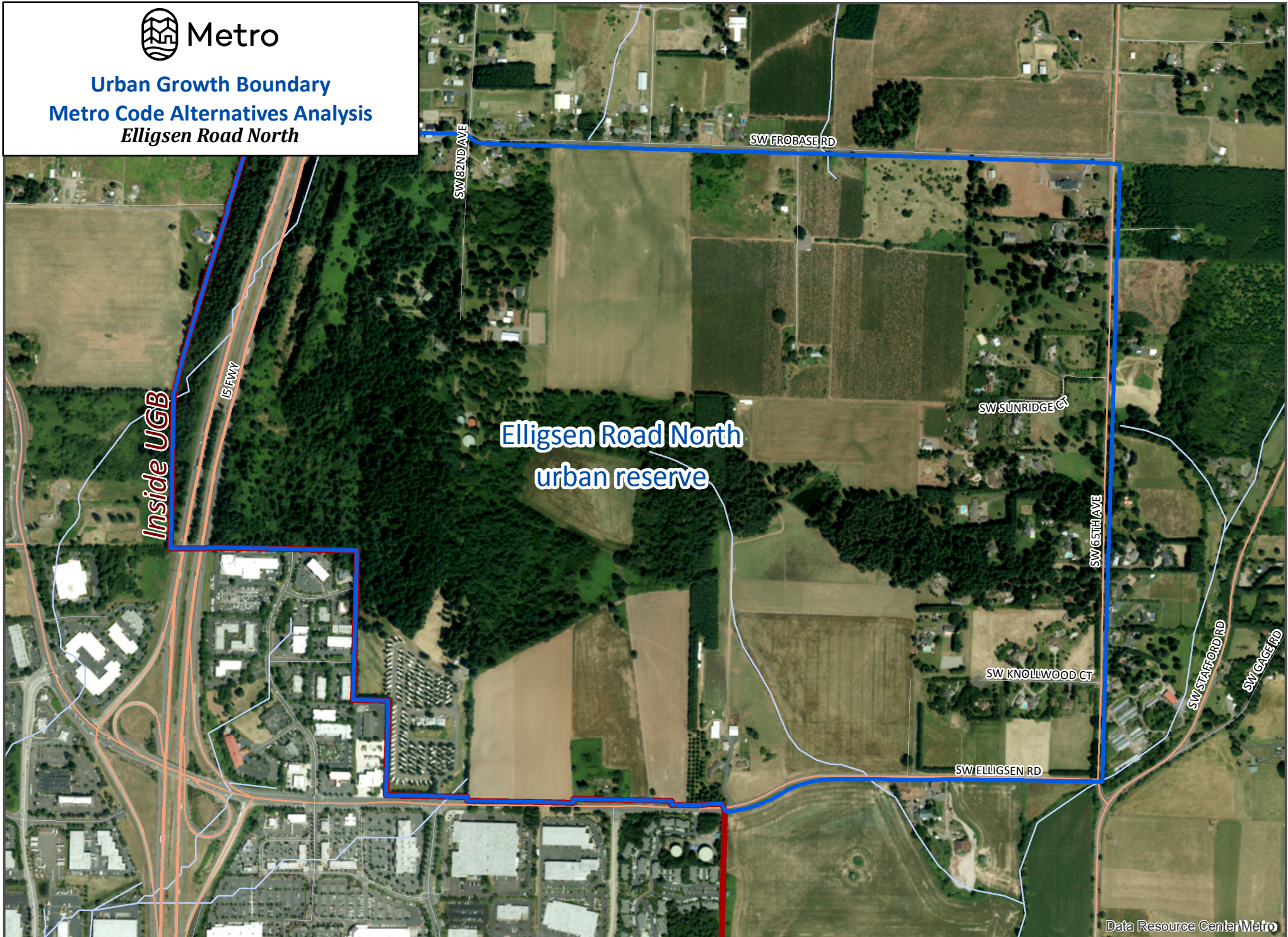


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Metro

Urban Growth Boundary
Metro Code Alternatives Analysis
Elligsen Road North



Data Resource Center Metro

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