

GRAHAMS FERRY URBAN RESERVE AREA

Total Acres	203	Parcel Acres	200
Gross Vacant Buildable Acres	85	Net Vacant Buildable Acres	65

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 Elligen 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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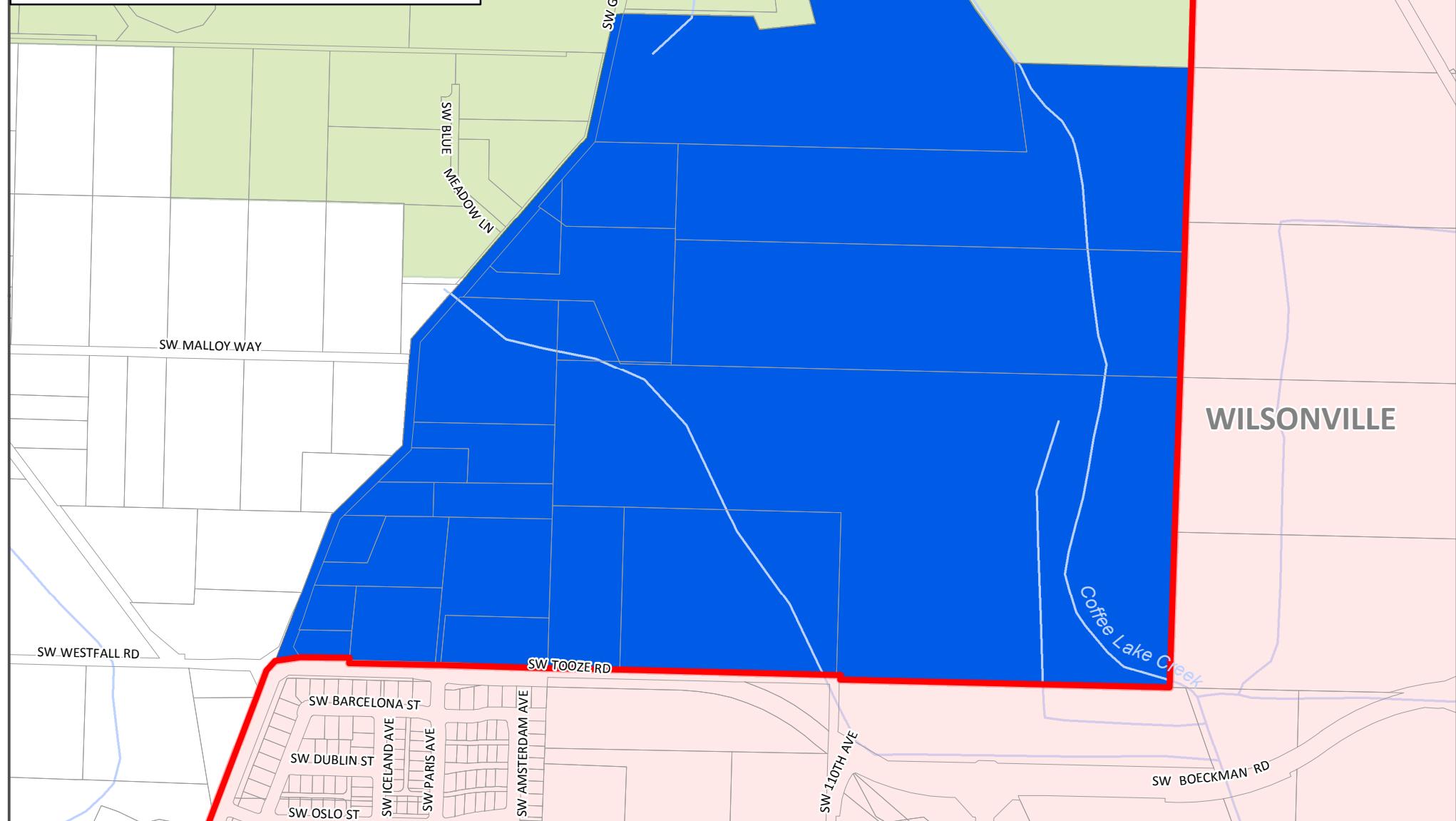
Urban Growth Boundary Metro Code Alternatives Analysis *Grahams Ferry*

Inside the
Urban Growth Boundary

Rural reserve

Other urban reserve

Stream routes

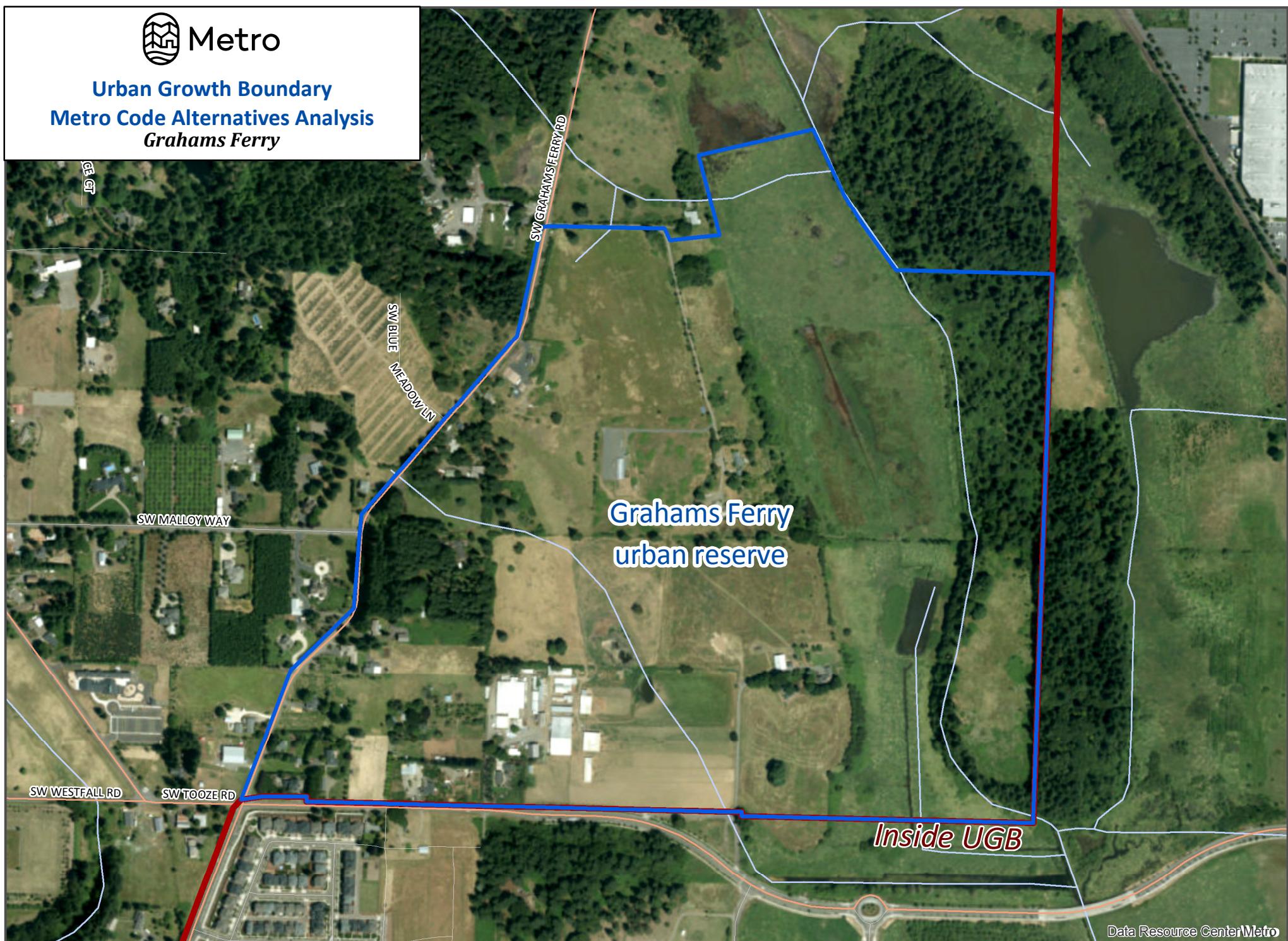


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Urban Growth Boundary
Metro Code Alternatives Analysis
Grahams Ferry



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