

ROY ROGERS EAST 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 Roy Rogers East 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 west through the very upper northwest corner of the reserve area and two streams flow south through the reserve area, one in the center and one in the eastern portion 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 and eastern edge of the urban reserve area. SW Roy Rogers Road and SW Beef Bend Road provide the western and southern edges 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 uses. The rural lands south of SW Beef Bend Road are within the Beef Bend South Urban Reserve Area and may be included in the UGB in the future. Thus, any buffers that are incorporated into the planning and design for this reserve area should consider the potential for making urban form connections in the future. 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

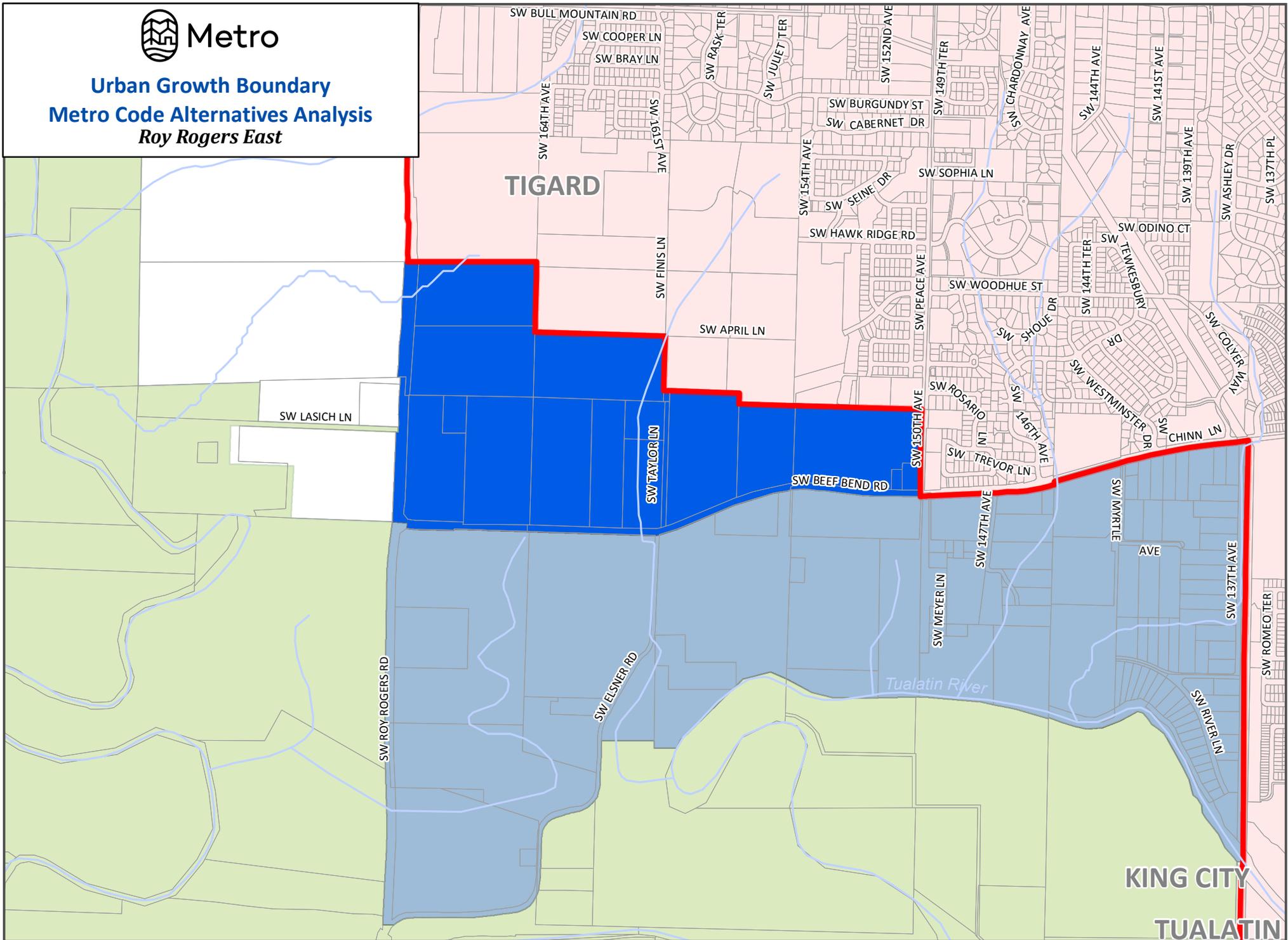
There are two Metro 2040 designated centers that are both approximately two miles from the reserve area; the Murray/Scholls Town Center and King City Town Center. Of the two, the King City Town Center is more directly connected to the reserve area via SW Beef Bend Road to Highway 99W. The town center 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 $\frac{1}{3}$ 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 concept plan calls for a small area of commercial development to serve the adjacent residential areas.

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 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 area that will be built out before the reserve area.



**Urban Growth Boundary
Metro Code Alternatives Analysis
Roy Rogers East**



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**Urban Growth Boundary
Metro Code Alternatives Analysis
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Data Resource Center Metro

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