

SOUTH URBAN RESERVE AREA

Total Acres	940	Parcel Acres	914
Gross Vacant Buildable Acres	288	Net Vacant Buildable Acres	218

General Description (see attached map)

The South Urban Reserve Area is a large area on the south edge of Hillsboro, located north of SW Rosedale Road between SW River Road and SE Century Boulevard. The UGB forms the boundary on the eastern and northern sides and rural reserve land is to the west and south. The land is relatively flat with some minor slopes near the stream corridors that cut across the reserve area. Access to the area is provided by SW Rosedale Road, SW River Road, SE Brookwood Ave and SE Century Boulevard. SW Rosa Road bisects the reserve area in an east west direction. The Reserve Vineyards & Golf Club is located within the urban 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 eastern, northern and a small portion of the western boundaries of the reserve area. The Tualatin River and the Meriwether National Golf Club provides a natural and built feature transition zone between urban land and rural lands for the remainder of the western edge. There are no natural or built features that mark a clear transition between the reserve area and the rural lands to the south of SW Rosedale Road. Even assuming SW Rosedale Road develops as a collector in the future, the road itself 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 the southern edge. Overall there is a built and/or natural feature that provides a clear transition area between urban and rural lands for over 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 210 acres of land mainly focused on Gordon and Butternut Creeks and a couple of tributaries. The acreage total does not include any riparian and upland habitat along Gordon and Butternut Creeks on the Reserve Vineyards & Golf Club property, as the golf course itself is considered exempt land in Metro's buildable land analysis. A significant amount of upland habitat is identified north of Butternut Creek on either side of SW Rosa Road, although a portion of it is a filbert orchard. It appears that some of the upland wildlife habitat identified south of Gordon Creek has been removed. The riparian habitat along Butternut Creek is well established along the entire route of the stream through the southern portion of the reserve area.

The City of Hillsboro has adopted riparian habitat protection measures that are in compliance with Metro's Title 13 requirements as part of 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. As most of the habitat areas are on relatively flat land that is easily developed and located in the central portion of the reserve area, some impacts to the habitat area would be expected. This is especially true if transportation connections are made through the center of the reserve area where a large segment of upland habitat is located. Overall future urbanization could occur with a moderate to low level of avoidance of regionally significant fish and wildlife habitat areas, depending on overall design of the area and necessary transportation connections.

Contribution to the purposes of Centers and Corridors

The Hillsboro Regional Center is the closest 2040 designated center to the reserve area and can be accessed by SE Tualatin Valley Highway (2.65 miles) or SE River Road (2.33 miles). The Aloha Town Center is also located about 3.5 miles to the east along SE/SW Tualatin Valley Highway. Tri-Met line 57 runs along SE/SW Tualatin Valley Highway. South Hillsboro, adjacent to the east, is expected to develop with a town center area and a smaller scale village center. While these two centers are not 2040 designated centers they are expected to function in a similar fashion. SE/SW Tualatin Valley Highway is the closest 2040 designated corridor and is just over a half-mile north of the reserve area via SE Brookwood Ave. SE Tualatin Valley Highway in this location is a mixture of small scale industrial uses on the south side and small commercial retail uses and some single-family homes on the north side of the road.

The Hillsboro Regional Center includes historic downtown Hillsboro and a large surrounding area that includes a wide variety of residential, employment and commercial uses. Metro's 2017 State of the Centers Atlas shows that this very large regional center has an average number of people per acre and dwelling units per acre and a slightly lower business per acre when compared with the other regional centers in the region. The Aloha Town Center is located along SW Tualatin Valley Highway in unincorporated Washington County. In 2017 Washington County completed the Aloha Tomorrow Plan for the Town Center area to integrate land use changes, transportation improvements, and policies that support affordable housing and economic development. Metro's State of the Centers Atlas shows that the Town Center has a high total population and dwelling

units per acre but a very low number of total businesses and employees when compared with other town centers in the region.

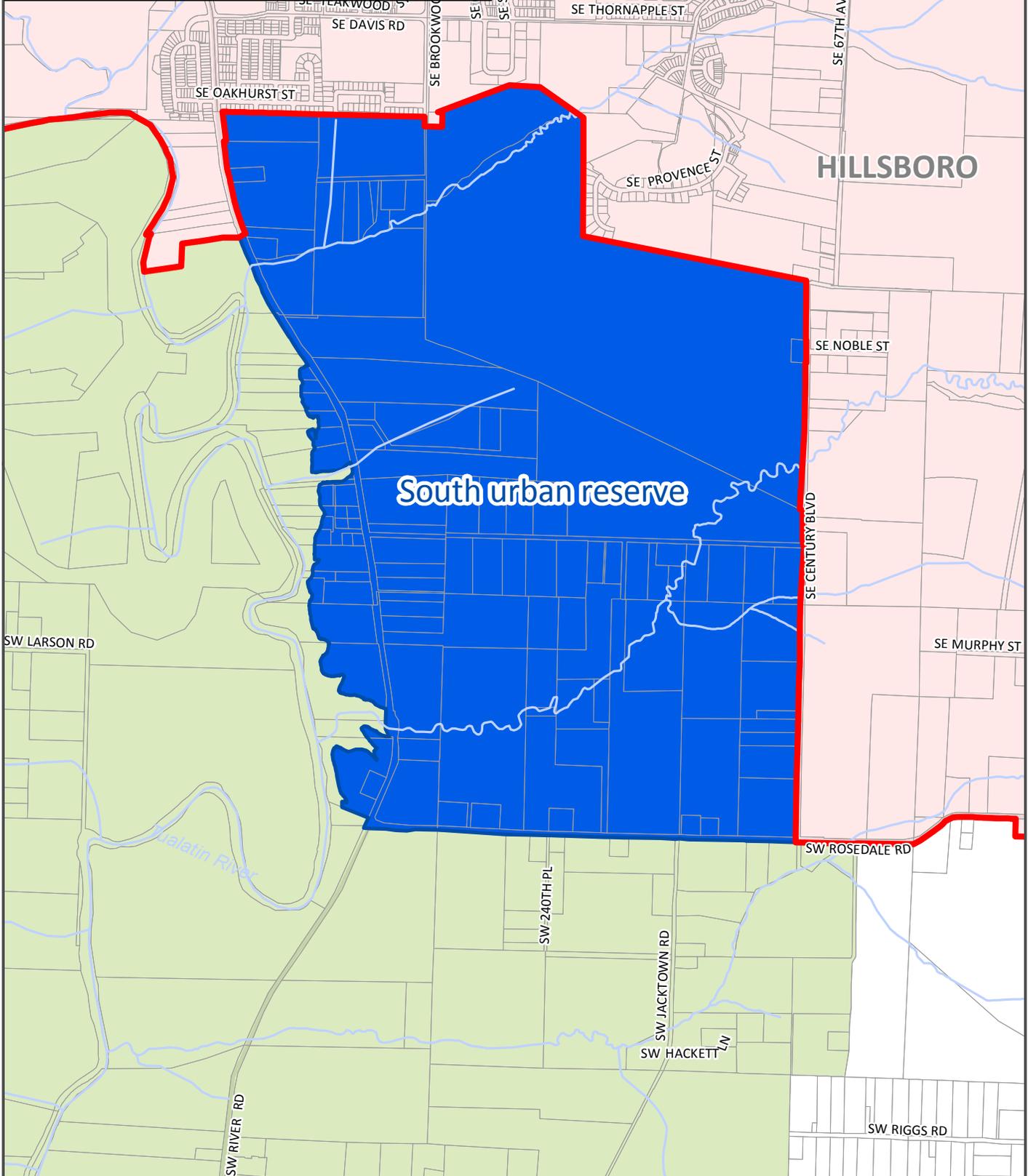
Urbanization of the reserve area will not contribute to balancing the jobs to housing ratio, or promoting a walkable, vibrant and compact Town Center for Aloha due to the distance between the two areas. Likewise the Hillsboro Regional Center is located quite some distance from the reserve area and would not be affected by development of the reserve area. Urbanization of the reserve area would most likely support the development of the close town and village centers planned for South Hillsboro. Urbanization of the reserve area will not contribute to the purpose of the corridor as the current zoning for industrial and commercial use is focused on a larger geographical area and the traffic flow along SE Tualatin Valley Highway.



Metro

Urban Growth Boundary Metro Code Alternatives Analysis South

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

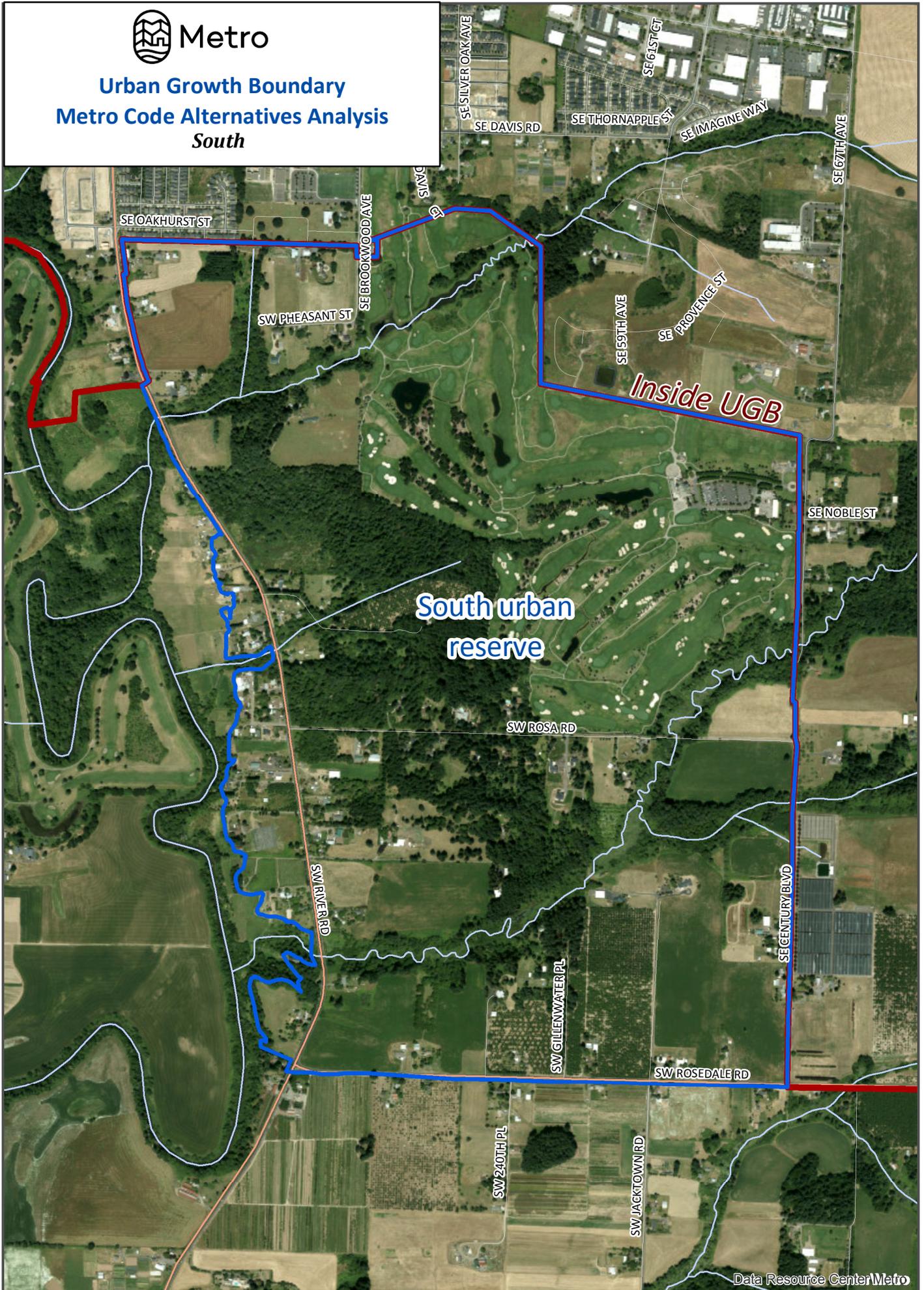


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Urban Growth Boundary
Metro Code Alternatives Analysis
South



Data Resource Center Metro

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