

## Area 7: Powerline/Germantown Rd. – South

### Rural Analysis

This area lies south of Germantown Road and the Powerline corridor where it rises from the toe of the west slope of the Tualatin Mtns up to the ridge at Skyline over short, steep rise. This ridge to toe configuration continues south along the Multnomah/Washington County line down to Thompson Rd. and Forest Heights in the City of Portland. Also included in this area is a narrow finger of land along the ridge extending along the Skyline Blvd. from Springville to Cornell Roads, for a distance of approximately 4.5 straight line miles. The north approximately one-half of this area is within the City of Portland, but outside of the UGB.

Rural resource land mapping in this area includes “conflicted” farmland in the ODA study Bethany/West Multnomah sub-region. The Skyline ridge finger is not designated in the ODA study. The ODF study mapping includes patches of wildland forest along Skyline ridge, for the most part abutting Forest Park, and mixed and wildland forest descending down to the west and the county line. This area is within Landscape Features units #20 Rock Creek Headwaters.

*CAC Assessment: Split between medium and high suitability*

**Staff Assessment:** Low suitability for rural reserve to protect farm and forest resources; high suitability for rural reserve to protect landscape features, except the patch at the east edge of N. Bethany planning area, within the Lower Springville Rd. area, and except Bonny Slope west.

#### Farm and Forest Factors Evaluation

| Rural Reserve Factors - Farm/Forest -0060(2)   | Factor Ranking  | Discussion/Rationale   |
|--|---|--|
| <b>2. Land intended to provide long-term protection to the agricultural or forest industry, or both.</b> |   |  |
| 2a.  | <p><b>Is situated in an area that is otherwise subject to urbanization due to proximity to a UGB.</b></p> | <p>LOW/HIGH</p> <p><i>CAC: High for all of Area 7</i></p> <p>Low above the mid-slope line that crosses Germantown Rd., the Powerline, and Springville Rd. ranked low for key urban services due to topography.</p> <p>Low along the Skyline ridge “finger” area – ranked low for key urban services of sewer and transportation due to topography.</p> <p>High for areas west of the City of Portland and mid-slope line that crosses Germantown Rd., the Powerline, and Springville Rd.</p> <p><i>CAC: The area is within one mile of the UGB, and is continually studied when Metro considers UGB expansion, and is under pressure from developers. The area is difficult to serve with water and sewer, but there have been likewise difficult to serve areas nearby that have become</i></p> |

**27B Area 7: Powerline/Germantown Rd. – South**

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|                |   |  | <i>urbanized, thus the threat of urbanization is high. Part of the area is also still under consideration for urban reserve</i>   |
| <b>2b.</b>     | <b>Is capable of sustaining long-term agriculture or forestry</b>                                 | LOW<br><br><i>CAC: Medium</i>                  | <p>This area includes a pocket of farmland at the toe of the Tualatin Mtns. adjacent to the County line along Springville Road. Primarily forest areas lie south of the road between the county line and City of Portland. The upper slopes and the Skyline Blvd. ridge contain forested areas for the most part.</p> <p>The farmland pocket west of and below the mid-slope line along Springville Rd. is further separated from farm areas to the north and west by the UGB and the steep Abbey Creek drainage and headwaters area through which the power line corridor extends. Crops grown in this area include nursery stock, fresh vegetables, and Christmas trees.</p> <p>South of the farm pocket extending down to the Forest Heights/Bonny Slope area, topography becomes steeper supporting forest use. The area south of Springville Rd. has areas of “wildland” forest.</p> <p>Limitations to long-term farm management cited in the ODA study include that the area is nearly surrounded by the UGB and rural residential lands. Viability of forestry would be expected to have the same limitations.</p> <p><i>CAC: Farmers, however, have testified to successful agriculture practice in the area.</i></p> |
| <b>2c.</b>     | <b>Has suitable soils and water</b>   | HIGH/MEDIUM                                    | <p>Soils in the lower farmed area include prime, Class II and III. Forest soils predominate in higher areas and along the ridge.</p> <p>Water is primarily groundwater, and while no specific limitations are noted, the ODA study indicates uncertainty re the abundance of groundwater to support agriculture. Water is not understood to be a limitation for forestry.</p>   |
| <b>2d.</b>     | <b>Is suitable to sustain long-term agricultural or forestry operations, taking into account:</b> |  |   |
| <b>2d. (A)</b> | <b>Contains a large block of farm or forest land and cluster of farm operations or woodlots</b>   | LOW – farm blocks<br><br>LOW/MEDIUM - woodlots | There is an “L” shaped block of farmland that extends south to the corner and then east along the UGB and Springville Road. This block is bisected by a cluster of small rural residential parcels. The resulting configuration in this area  |

**27B Area 7: Powerline/Germantown Rd. – South**

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|                |  |             | <p>is two small blocks of farm land.</p> <p>There are three blocks of forest land in the area; north of Springville Rd., south of Bronson Creek into Bonny Slope, and east of Skyline along the ridge abutting Forest Park. The northern most area is designated “mixed” forest on the ODA map, and the other two areas include significant patches of “wildland” forest.</p> <p>A significant amount of the ridge area adjacent to Forest Park is in public ownership, therefore the extent of lands that are managed woodlots is unclear.</p>  |
| <b>2d. (B)</b> | <b>The adjacent land use pattern, including non-farm/forest uses and buffers between resource and non-resource uses.</b> | LOW         | <p>The block defined by the county line, the power line corridor, Skyline, and the Portland UGB down to Bonny Slope contains few interior non-farm/forest uses. However, patches of rural residential are located at the north end along the power lines and south end within Bonny Slope. The limitation noted in this area is the adjacent UGB that surrounds it on three sides. Intensive urban development exists along the west and south edges of the area.</p> <p>The east edge of the Skyline finger ridge is Forest Park, and there is a mix of nonfarm uses along the west edge that includes urbanized area, public land, and sparsely developed large lots.</p> <p>Zoning limits new dwellings to a greater extent than state laws allow. Land divisions are infrequent.</p> <p>Perimeter resource lands are primarily unbuffered from residential uses.</p> |
| <b>2d. (C)</b> | <b>The land use pattern including parcelization, tenure and ownership</b>  | LOW/MEDIUM  | <p>This area contains a mix of small and larger parcels, and the effect of this land use pattern in this area is not apparently among the main limiting factors to long-term farm/forest use.</p>  |
| <b>2d. (D)</b> | <b>Sufficiency of agricultural or forestry infrastructure</b>  | MEDIUM/HIGH | <p>No limitations are noted for this area, although the same limitations to movement of farm equipment that exist along Germantown Rd. in Area 6 could be inferred for Springville Rd.</p>   |

|   |                                |     |                                       |
|---|--------------------------------|-----|---------------------------------------|
| <b>Rural Reserves Factor -0060(4) Foundation or Important agricultural land within 3 miles of a UGB qualifies for designation as rural reserve.</b> |                                |     |                                       |
|   | <b>Foundation</b>              | No  |                                       |
|   | <b>Important</b>               | No  |                                       |
|   | <b>Within 3 miles of a UGB</b> | Yes | All areas are within 3 miles of a UGB |

**Staff Summary and Conclusion – Suitability for rural reserve to protect farm and forest resources:**  
 Areas below the mid-slope line continue to be studied for urban reserve whereas areas above the line are not. However, the two areas are analyzed together here due to their proximity to one another.

The area ranks well for farm and forested areas pursuant to the key capability factors of soils and water. The area rates slightly better on the suitability factors for forest woodlots than for farming, although all areas are impacted by the relationship of the area to the UGB, and the overall small size and spread out pattern of the area.

**Landscape Features Factors Evaluation**

| Rural Reserve Factors -<br>Landscape Features -0060(3)   | Factor<br>Ranking   | Discussion/Rationale   |
|--|---|--|
| <b>3. For land intended to protect important natural landscape features, consider areas on the Landscape Features Inventory and other pertinent information and consider whether the land:</b> |   |  |
| 3a.  | Is situated in an area that is otherwise subject to urbanization due to proximity to a UGB. | LOW/HIGH<br><br>See 2a. above  |
| 3b.  | Subject to natural disasters or hazards such as flood, steep slopes, landslide              | MEDIUM<br><br>The regional landslide map shows a number of landslides along Skyline and creek drainages, and rapidly moving landslide hazard associated with drainages. The county slope hazard map shows concentration of hazard areas in the Abbey Creek headwaters area and in other areas scattered throughout.  |
| 3c.  | Has important fish, plant or wildlife habitat   | HIGH<br><br>A portion of Abbey Creek is on the perennial stream buffers map, upper slope areas are indicated on both the TNC and Willamette Synthesis maps. There are six areas of varying size that are not mapped as landscape features.<br><br>Contains headwaters streams within the Tualatin River watershed, and a narrow wildlife corridor along Germantown Rd.<br><br>Metro acquisition target areas can be an indicator of habitat value. This area contains acquisition areas north of Forest Park, the Abbey Creek watershed, and the Skyline ridge “finger” area.<br><br>The Multnomah County plan protects the area as wildlife habitat except for the Bonny Slope subdivision. |
| 3d.  | Is necessary to protect water quality such as streams, wetlands and riparian areas          | LOW - except Abbey Cr. headwaters = MEDIUM<br><br><i>CAC Split:</i><br><br>This area contains part of the Abbey Creek headwaters area. In most areas, stream protection rules applicable to urban development are understood to provide protection to streams and riparian areas. In this area, the concentration of small drainages in the Abbey Creek headwaters   |

**27B Area 7: Powerline/Germantown Rd. – South**

|            |  |   |  |
|------------|--|---|--|
|            |  | <p><i>6 – Low</i><br/> <i>3 – Med</i><br/> <i>2 – High</i><br/> <i>No consensus</i></p>                                   | <p>area in the vicinity of the Powerline corridor suggests difficulty protecting these values were urban development to occur there.<br/> <i>CAC: Concern over protection of streams. Currently, 40% of the area is protected by Title 13 overlays, but urbanization could remove these protections.</i></p>   |
| <b>3e.</b> | <b>Provides a sense of place to the region</b>   | HIGH  | The southwest side of the Tualatin Mtns is a large-scale landscape feature that provides a green connection between Portland and the Coast Range that is visible from large areas of the west side including Hwy 26.   |
| <b>3f.</b> | <b>Can serve as a boundary or buffer to reduce conflicts between urban and rural uses or between urban and natural resource uses</b> | HIGH  | <p>The southwest slopes form a large-scale buffer between urban areas to the west and Forest Park. Other features within this area that provide buffers between urban and farm/forest/natural resources include:</p> <ul style="list-style-type: none"> <li>• Abbey Creek headwaters, and the east-west lower Abbey Creek drainage</li> <li>• Rock Creek running north-south immediately west of the county line.</li> </ul> |
| <b>3g.</b> | <b>Provides separation between cities</b>  | <p>LOW</p> <p><i>CAC Split:</i><br/> <i>6 – Low</i><br/> <i>3 – Med</i><br/> <i>2 – High</i><br/> <i>No consensus</i></p> | <p>This area separates urban unincorporated areas to the west from the City of Portland. That said, the intent of this factor is to consider separation between Metro UGB cities and cities outside of that area.</p> <p><i>CAC: Some CAC members believe this factor could also apply to separation between cities or urban areas within the UGB</i></p>  |
| <b>3h.</b> | <b>Provides easy access to recreational opportunities in rural areas such as parks and trails</b>                                    | HIGH  | This area includes recreational opportunities adjacent to the urban area including bicycle routes along Skyline and Germantown Roads. Within the reserves planning horizon, additional trails proposed for the area are likely to become accessible to the public.   |

**Staff Summary and Conclusion - Suitability for rural reserve to protect landscape features:**

Areas below the mid-slope line continue to be studied for urban reserve whereas areas above the line are not. However, the two areas are analyzed together here due to their proximity to one another, and because both the upper and lower areas together form the west slope of the Tualatin Mtns. landscape feature in this area.

This area ranks high for the key landscape features factors of sense of place, that define natural boundaries to urbanization and help define the region for its residents. The area ranks well for other important factors including wildlife habitat and recreation. The one exception is the unmapped patch along the county line adjacent to the N. Bethany planning area. This small area does not appear to be a good fit with the key landscape features factors and should be ranked low.

**Urban Analysis for Area 7a: (Area above the mid-slope line between the county line and Skyline Blvd)**

The dividing line separating this area from area 7b below is approximately mid-way between the county line on the west and Skyline Blvd. This represents the location where the efficiency of water service changes from “high” for the lower portion to “medium” Up to the ridge and Skyline. The CAC indicated that areas above this “mid-slope line” had low overall efficiency for key urban services, and should therefore not continue to be studied for urban reserve. The factors evaluation below addresses this area. Areas below that line – the areas for further study as candidate urban reserve - are evaluated as Area 7b.

**CAC Assessment:** Do not study further for urban reserve

**Staff Assessment:** Low suitability for urban reserve

| Urban Reserve Factors -0050 (1) – (8)  | Factor Ranking   | Discussion/Rationale   |
|--|--|--|
| <b>When identifying and selecting land for designation as urban reserves under this division, Metro shall base its decision on consideration of whether land proposed for designation as urban reserves, alone or in conjunction with land inside the UGB:</b> |  |  |
| 1.   | Can be developed at urban densities in a way that makes efficient use of existing and future public and private infrastructure investments                                       | <p>LOW</p> <p>Transportation – this area was unranked for suitability for providing transportation services due to topography consisting predominately of slopes greater than 25%. Also noted is low suitability for an RTP level connectivity system. Transportation ranking is Low.</p> <p>Sewer – rated difficult to serve due to topography, and substantial/difficult improvements would be required both inside and outside of the area. Sewer ranking is Low</p> <p>Water - rated medium due to topography.</p> |
| 2.   | Includes sufficient development capacity to support a healthy economy  | <p>LOW</p> <ul style="list-style-type: none"> <li>• Area has very little suitable employment land or opportunities for same in area due to steep topography and small area size.</li> <li>• Poor job access to and from area.</li> <li>• Constrained area for establishing transp. system to support employment uses.</li> </ul>   |
| 3.   | Can be efficiently and cost-effectively served with public schools and other urban-level public facilities and services by appropriate and financially capable service providers | <p>LOW</p> <p>See key services efficiency information under 1 above</p> <p>No assessments for schools, stormwater, parks, etc.</p> <p>Most likely service provider for this area is Portland since the area is adjacent.</p>   |
| 4.   | Can be designed to be walkable and served with a well-connected system of streets, bikeways,   | <p>LOW</p> <ul style="list-style-type: none"> <li>• Limited areas to form walkable neighborhoods that require higher density and mix of services due to steep slopes.</li> <li>• Very constrained land for developing a</li> </ul>   |

**27B Area 7: Powerline/Germantown Rd. – South**

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|----|--|--------------|---|
|    | <b>recreation trails and public transit by appropriate service providers</b>   |              | connected transp. system due to steep slopes.<br><ul style="list-style-type: none"> <li>• For most part, the topography and associated low street connectivity, density, and low diversity of uses is not conducive to good transit service.</li> </ul>   |
| 5. | <b>Can be designed to preserve and enhance natural ecological systems</b>  | YES - LOW    | Very little usable buildable land makes it difficult to avoid creeks, including headwaters areas, and forest canopy systems in development of urban densities.  |
| 6. | <b>Includes sufficient land suitable for a range of needed housing types</b>   | LOW          | Very limited and constrained land for accommodating a variety of housing, including topographic constraints for developing a connected transp. system to serve such uses.   |
| 7. | <b>Can be developed in a way that preserves important natural landscape features included in urban reserves</b>  | YES - MEDIUM | <ul style="list-style-type: none"> <li>• Very little usable buildable land makes it difficult to avoid headwaters streams in some areas within the Rock Creek Headwater landscape feature.</li> <li>• Includes areas where urban regulatory framework would provide adequate protection to disbursed streams.</li> <li>• Urban development in visible areas would require siting/design measures to mitigate visual impacts.</li> </ul> |
| 8. | <b>Can be designed to avoid or minimize adverse effects on farm and forest practices, and adverse effects on important natural landscape features, on nearby land including land designated as rural reserves.</b> | YES-MEDIUM   | Low density development could allow for buffering from rural reserve.   |

**Staff Summary and Conclusion:**

This area ranks low for urban reserve due to a number of factors, driven in large part by topography. The area ranks low for key urban elements including sewer service, transportation services, for potential to develop a well connected transportation system, transit, employment land and low potential for urban density. It is relatively isolated from existing urban areas as well. Taken together, these limitations indicate the area is not a good area for urban reserve.

**Urban Analysis for Area 7b:**  
*(Area below the mid-slope line between the county line and Skyline Blvd)*

This area is defined by a line that is approximately mid-way between the county line on the west and Skyline Blvd. on the east, and areas adjacent to Forest Heights subdivision on the south, and the Powerline right-of-way on the north. This represents the location where the efficiency of water service in the key urban services (water, sewer, transportation) suitability assessment changes from “high” on the lower

**27B Area 7: Powerline/Germantown Rd. – South**

slopes, to “medium” above. The CAC recommended that this subarea, together with land to the north in Subarea 6b, should continue to be studied as a “candidate” urban reserve area. The CAC indicated that areas above the “mid-slope line” had low overall efficiency for key urban services, and should therefore not continue to be studied for urban reserve. The Area 7a urban factors evaluation includes this upper area.

*CAC Assessment: Split between low and medium suitability for area between Bonny Slope West (Area 93) and City of Portland and pocket along lower Springville Rd adjacent to N. Bethany planning area; low suitability for remaining area*

**Staff Assessment:** Medium suitability for area between Bonny Slope West (Area 93) and City of Portland that provides a connection to the City; Low/medium suitability for the area along lower Springville Road adjacent to the N. Bethany planning area; Low suitability for remaining area.

| Urban Reserve Factors -0050 (1) – (8)  | Factor Ranking   | Discussion/Rationale  |
|--|--|---|
| <b>When identifying and selecting land for designation as urban reserves under this division, Metro shall base its decision on consideration of whether land proposed for designation as urban reserves, alone or in conjunction with land inside the UGB:</b> |  |   |
| 1.   | <p><b>Can be developed at urban densities in a way that makes efficient use of existing and future public and private infrastructure investments</b></p> <p>LOW – except<br/>MEDIUM<br/>along<br/>Springville Rd<br/>adjacent to N.<br/>Bethany and<br/>Laidlaw east<br/>of Area 93</p> <p><i>CAC: LOW –<br/>except<br/>MEDIUM<br/>along<br/>Springville Rd<br/>adjacent to N.<br/>Bethany</i></p> | <p>Transportation – this area was unranked for suitability for providing transportation services due to topography consisting predominately of slopes greater than 25%. Additional considerations include:</p> <ul style="list-style-type: none"> <li>• Suitability of flatter slopes along Springville Rd. dependent on RTP level connectivity system in adjacent areas and additional connections south.</li> <li>• Road network along Springville can connect to N. Bethany road network.</li> <li>• Limited connectivity potential to the east and north.</li> <li>• High off-site impacts to limited rural and urban roads.</li> </ul> <p>Transportation ranking is low except Springville Rd. area rates medium.</p> <p>Sewer – rated difficult to serve due to topography, and substantial improvements would be required both inside and outside of the area. Unverified public testimony indicates higher suitability for sewer service in flat areas along Springville Rd. Overall sewer ranking is Low</p> <p>Water - rated medium due to topography.</p> <p>Efficiency of providing all services to Area 93 could be improved by including connection through the gap between it and City of Portland to the east along Laidlaw Rd. Making this</p> |



27B Area 7: Powerline/Germantown Rd. – South

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|    |  |   | <p>connection would also require including the approximately 64 acre area that includes the Thompson/Laidlaw Rd intersection.</p> <p><i>CAC: Laidlaw East of Area 93 could not be developed to sufficient urban density</i></p>   |
| 2. | Includes sufficient development capacity to support a healthy economy  | LOW   | <ul style="list-style-type: none"> <li>• Area has very little suitable employment land or opportunities for same in area due to steep topography and small area size.</li> <li>• Adjacent N. Bethany plan land use is residential.</li> <li>• Overall poor job access to and from area.</li> <li>• Lower Springville Rd. adjacent to N. Bethany has approximately 480 gross acres.</li> <li>• The area that connects between Bonny Slope West (Area 93) and Portland along the east extension of Laidlaw Rd. contains approximately 80 gross/ 15 buildable acres. Thompson/Laidlaw area contains 64 gross acres.</li> <li>• Constrained area for establishing transp. system to support employment uses.</li> </ul> |
| 3. | Can be efficiently and cost-effectively served with public schools and other urban-level public facilities and services by appropriate and financially capable service providers | <p>LOW for key services – except</p> <p>MEDIUM along Springville Rd adjacent to N. Bethany and in the Laidlaw area.</p> <p><i>CAC: agree with staff ranking</i></p> | <ul style="list-style-type: none"> <li>• See key services information under 1 above.</li> <li>• No assessments for schools, stormwater, parks.</li> <li>• Appropriate service provider is unclear, but most likely would be Portland since the area is adjacent, especially for upper areas along Skyline. Beaverton has been approached by property owners and may be able to provide services within an undetermined future timeframe.</li> </ul>   |
| 4. | Can be designed to be walkable and served with a well-connected system of streets, bikeways, recreation trails and public transit by appropriate service providers               | <p>LOW - except</p> <p>MEDIUM along Springville Rd adjacent to N. Bethany</p> <p><i>CAC: agree with staff ranking</i></p>   | <ul style="list-style-type: none"> <li>• Limited areas, mostly in west section along Springville Rd, to form walkable neighborhoods that require higher density and mix of services.</li> <li>• Very constrained land for developing a connected transp. system due to steep slopes.</li> <li>• For most part, the topography and associated low street connectivity, density, and low diversity of uses is not conducive to efficient transit service.</li> </ul>  |
| 5. | Can be designed to preserve and enhance natural ecological systems   | <p>LOW - except for noted areas = MEDIUM</p> <p><i>CAC: LOW</i></p>   | <p>Very little usable buildable land makes it difficult to avoid creeks, including headwaters areas, and forest canopy systems in development of urban densities. Exception is the area unmapped for landscape features immediately adjacent to N. Bethany, and along Laidlaw Rd. east of Area 93.</p> <p><i>CAC: Landscape features would not be</i></p>   |

**27B Area 7: Powerline/Germantown Rd. – South**

|    |  |   |   |
|----|--|---|---|
|    |  |   | <i>adequately protected with urbanization.</i>  |
| 6. | <b>Includes sufficient land suitable for a range of needed housing types</b>   | LOW - except MEDIUM along Springville Rd adjacent to N. Bethany<br><br><i>CAC: Split between low and medium</i> | Very limited and constrained land for accommodating a variety of housing, including topographic constraints for developing a connected transp. system to serve such uses.<br>• Springville Rd area is an exception to the topographic constraints and could accommodate single and multifamily housing, and neighborhood center (Great Communities).  |
| 7. | <b>Can be developed in a way that preserves important natural landscape features included in urban reserves</b>  | LOW – except MEDIUM for areas adjacent to N. Bethany and in E. Laidlaw area.                                    | <ul style="list-style-type: none"> <li>• Very little usable buildable land makes it difficult to avoid the Rock Creek Headwater landscape feature, which covers most of this area.</li> <li>• The west edge of the lower Springville Rd. area is outside of this landscape feature, the small stream system could be avoided, and confining development to low areas would avoid visual impacts.</li> <li>• Small stream in E. Laidlaw area can be protected within urban area.</li> <li>• Urban development on visible slopes will impact the visual quality of the feature and would be difficult to avoid/mitigate.</li> </ul> |
| 8. | <b>Can be designed to avoid or minimize adverse effects on farm and forest practices, and adverse effects on important natural landscape features, on nearby land including land designated as rural reserves.</b> | MEDIUM  | <ul style="list-style-type: none"> <li>• Farm/forest – yes buffer exists along power lines, additional buffers would be needed.</li> <li>• Landscape features – visual impacts from development on higher areas would need to be managed to avoid reducing overall sense of place values the ridge provides.</li> <li>• Landscape features – habitats for upland species would be reduced.</li> </ul>   |

**Staff Summary and Conclusion:**

This subarea contains two main areas with different results of this factors evaluation, and a small area that while not rating well on most factors, supports improved urbanization in adjacent areas.

The lower Springville Road adjacent to the N. Bethany planning area contains topography predominately in the 10% or less range, and would benefit from and contribute to services existing in Bethany and planned for N. Bethany. Although the N. Bethany plan is not adopted, we should assume that it will be for purposes of this analysis. Overall, the lower Springville Rd. area is relatively small, and would continue to have constraints related to its position along the base of the Tualatin Mtns.

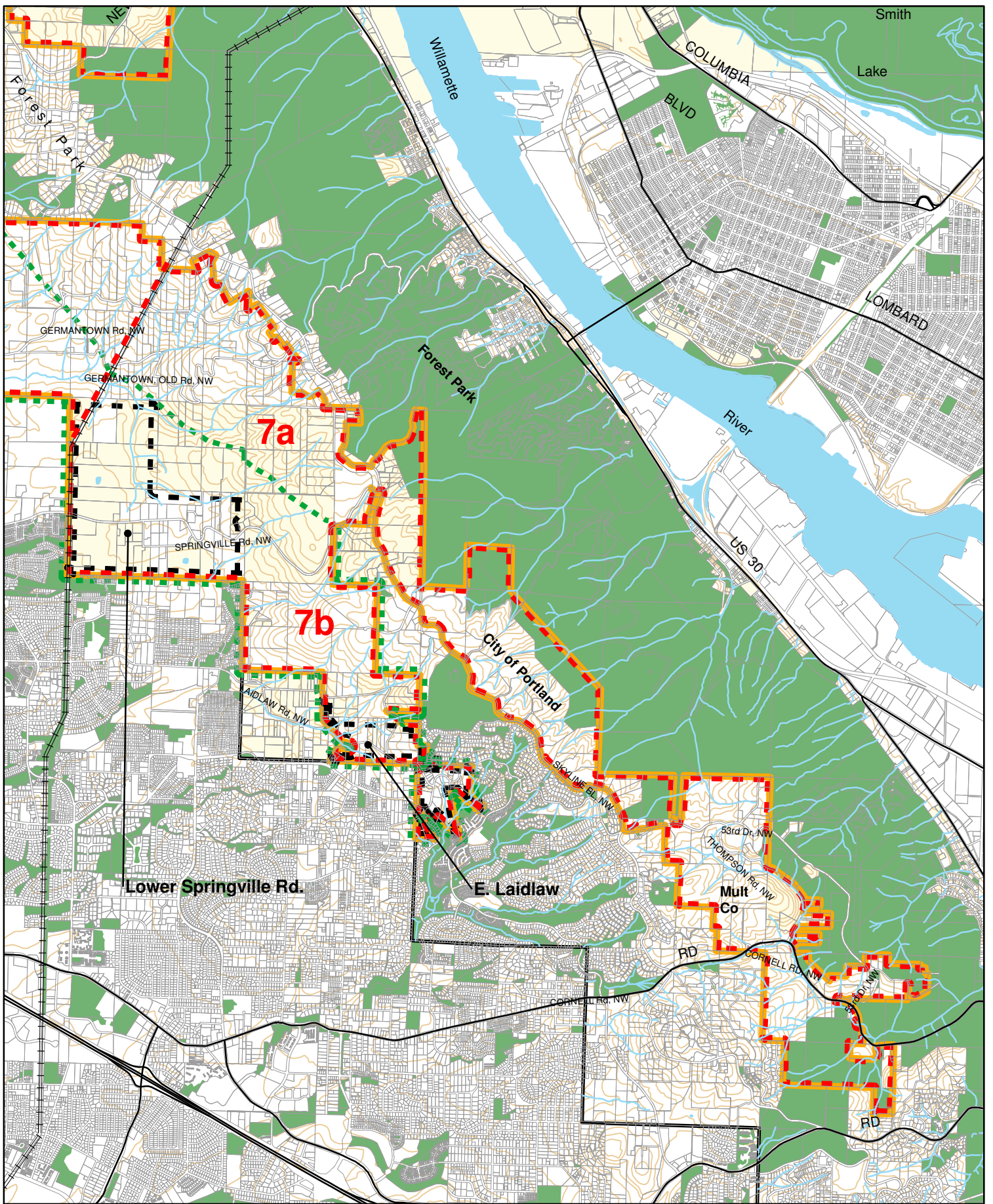
While the lower Springville Rd. area rates medium on most of the factors based on information so far, rankings on key factors of sewer service efficiency, off-site transportation, and governance remain unclear or do not appear to be resolvable. Governance is unclear given lack of an adjacent city, and position of both Portland and Beaverton relative to the area. Absent clear understanding of what city

## **27B Area 7: Powerline/Germantown Rd. – South**

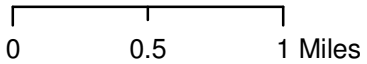
would provide urban services, this area does not rank well for urban reserve. Too, transportation/circulation, especially to the east is difficult and not clearly resolvable by improvements to those rights-of-way, another circumstance that weighs against urban reserve.

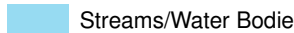

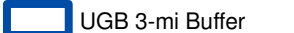

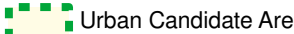



Areas outside of the lower Springville Road area rank low on all factors due primarily to steep topography generally and environmental resources in many areas. These areas are not good candidates for urban reserve.

The third small area within this subarea is between Bonny Slope West (Area 93) and City of Portland, and includes the Thompson/Laidlaw Rd intersection to avoid creating an island within the UGB. While ranking low on factors for development capacity and potential to develop the area into a walkable community, it ranks medium on the key factor related to efficient provision of services and fulfills a purpose of connecting an urban area without governance in a way to make that connection and increase efficiency of service provision to Bonny Slope West. Given the key position of this small area, and the potential improvement to service provision in existing urban areas, this should be considered for urban reserve.



Multnomah County Candidate Area Maps:  
 Potential Urban and Rural Reserves Areas  
 Area 7 - Powerline/Germantown Rd., South



|   |   |
|---|---|
|  Streams/Water Bodies |  Study Area Boundary |
|  UGB 3-mi Buffer      |  Tax Lots            |
|  Urban Candidate Area |  50 ft Contours      |
|  Rural Candidate Area |  Public Lands        |

Draft (Rev. 09/04/09)



# Area 8: Sauvie Island

## Rural Analysis

Sauvie Island is a large, low lying agricultural area at the confluence of the Willamette and Columbia Rivers. The interior of the island is protected by a perimeter dike facilitating access to the local agriculture market and recreation opportunities. It is located adjacent to the City of Portland with access via US Highway 30 along a narrow strip of land defined by the toe of the Tualatin Mountains and the Multnomah Channel. The island is designated as Foundation land in the ODA Agricultural Lands study, and as Landscape Feature area #22.

*CAC Assessment: Medium/high suitability for rural reserve. All factors received a high or medium ranking for Area 8 save factor 2a/3a. However, Sauvie Island is close enough in proximity to be concerned about, thus Area 8 is worth designating at a higher suitability for rural reserve. Additionally, part of Sauvie Island lies within safe harbor.*

**Staff Assessment:** High suitability for rural reserve.

### Farm Factors Evaluation

| Rural Reserve Factors - Farm/Forest -0060(2)   |   | Factor Ranking   | Discussion/Rationale  |
|--|---|--|---|
| <b>2. Land intended to provide long-term protection to the agricultural or forest industry, or both.</b> |   |  |   |
| 2a.  | Is situated in an area that is otherwise subject to urbanization due to proximity to a UGB.       | LOW<br><i>CAC split on its understanding of and rating for factor 2a</i> | The island is separated from the Portland UGB by the Willamette River and Multnomah Channel, and is therefore adjacent. The south approximately one-half of the island is within 3 miles of the UGB. Urban suitability is low for providing sewer, water, and transportation systems, and for unique infrastructure needed to support urbanization e.g. improved dike, canal and pumping systems. |
| 2b.  | Is capable of sustaining long-term agriculture or forestry  | HIGH   | Foundation agricultural land - crops produced include irrigated row crops, nursery stock, small grains, grass seed, livestock, cane berries, pasture and hay.   |
| 2c.  | Has suitable soils and water  | HIGH   | Soils are primarily class 2 and 3, prime when drained.<br>Water is abundant from the Columbia/Willamette River aquifers.  |
| 2d.  | <b>Is suitable to sustain long-term agricultural or forestry operations, taking into account:</b> |  |   |
| 2d.<br>(A)   | Contains a large block of farm or forest land and cluster of farm operations or woodlots          | HIGH   | Area is a large block of farmland with few nonfarm uses within it.  |
| 2d.  | The adjacent land use   | MEDIUM   | The island is predominately in farm use with  |

|            |  |        |  |
|------------|--|--------|--|
| (B)        | pattern, including non-farm/forest uses and buffers between resource and non-resource uses |        | limited small pockets of non-farm uses. Need for buffers to protect agriculture from nonfarm uses is limited given low extent of nonfarm uses and that the island is separated from urban areas by the Willamette and Columbia Rivers. The “medium” ranking anticipates increase in conflicts from recreation uses over time.                      |
| 2d.<br>(C) | The land use pattern including parcelization, tenure and ownership                         | HIGH   | Parcels are generally large and appropriate to support agriculture suited to the area.   |
| 2d.<br>(D) | Sufficiency of agricultural or forestry infrastructure                                     | MEDIUM | Infrastructure important to island agriculture includes the dike and drainage system, along with access roads. Conflict between agriculture and recreation use, including agriculture related recreation, does occur from time to time due to limited road capacity. The intensity of these conflicts could increase in the 40 -50 year timeframe. |

|   |                                |     |  |
|---|--------------------------------|-----|--|
| <b>Rural Reserves Factor -0060(4) Foundation or Important agricultural land within 3 miles of a UGB qualifies for designation as rural reserve.</b> |                                |     |  |
|   | <b>Foundation</b>              | Yes |  |
|   | <b>Important</b>               | No  |  |
|   | <b>Within 3 miles of a UGB</b> | Yes | 3 mile line crosses approx. ½ mile north of Charlton Rd. |

**Staff Summary and Conclusion – Suitability for rural reserve to protect farm and forest resources:**

As Foundation land, the island is suitable for designation as rural reserve. However, potential for urbanization is doubtful given the notoriety of the area, it’s location within a dynamic river system, and high costs associated with new bridges, enhanced flood protection structures, and other needed urban infrastructure. Notwithstanding the low suitability ranking, areas within 3 miles of the UGB could be designated rural reserve under the safe harbor provision in -0060(4).

**Landscape Features Factors Evaluation**

| Rural Reserve Factors - Landscape Features -0060(3)  | Factor Ranking   | Discussion/Rationale   |
|--|--|--|
| <b>3. For land intended to protect important natural landscape features, consider areas on the Landscape Features Inventory and other pertinent information and consider whether the land:</b> |  |  |
| 3a. Is situated in an area that is otherwise subject to urbanization due to proximity to a UGB.  | LOW<br><i>CAC split on its understanding of and rating for factor 3a</i> | The island is separated from the Portland UGB by the Willamette River and Multnomah Channel, although the south approximately one-half of the island is within 3 miles of the UGB. Urban suitability is low for providing sewer, water, and transportation systems, and for unique infrastructure needed to support urbanization e.g.. improved dike, canal and pumping systems. |
| 3b. Subject to natural disasters or hazards such   | MEDIUM   | Majority of the island is protected from flooding by a dike structure and a pumping/drainage   |

|     |   |      |   |
|-----|---|------|---|
|     | as flood, steep slopes, landslide   |      | system. Extended periods of high water have caused localized “ponding” in the interior and effectiveness of flood protection infrastructure could change over the 40 – 50 year planning time frame.   |
| 3c. | Has important fish, plant or wildlife habitat   | HIGH | Provides extensive areas of waterfowl and migratory bird habitat.   |
| 3d. | Is necessary to protect water quality such as streams, wetlands and riparian areas  | LOW  | The island contains extensive wetlands and water areas that have high habitat value, and the entire island rim is a riparian edge. However low potential for urbanization results in limited need to protect these resources from urbanization. |
| 3e. | Provides a sense of place to the region   | HIGH | The island is well known as a farming and wildlife area in the region.  |
| 3f. | Can serve as a boundary or buffer to reduce conflicts between urban and rural uses or between urban and natural resource uses | LOW  | The island doesn’t separate/buffer urban and natural resource uses.   |
| 3g. | Provides separation between cities  | LOW  | Portland and Vancouver are nearby cities, but the island is not in a position to separate the two.  |
| 3h. | Provides easy access to recreational opportunities in rural areas such as parks and trails                                    | HIGH | Access to the island is over the Sauvie Island bridge, located less than one mile north of the Portland UGB.  |

**Staff Summary and Conclusion - Suitability for rural reserve to protect landscape features:**

The island is a key landscape feature in the region, and ranks high for sense of place, wildlife habitat, and recreation access. However, it isn’t positioned such that a rural reserve designation for it would create an edge or buffer to the urban area that does not already exist. That said, the island defines a significant part of the northern extent of the Portland-Metro region at a broad landscape scale. The high sense of place, habitat, and recreation values are support for reserves on the island to protect landscape features even though urban potential is low.

**Urban Reserves Analysis**

The results of the initial urban suitability assessment for provision of key services water, sewer, and transportation, rated all of area 8 as inefficient for those services. The CAC found that this area should not continue to be studied as a candidate urban reserve area as a result.

*CAC Assessment: Do not study further as a candidate urban reserve*

**Staff Assessment:** Low suitability for urban reserve.

| Urban Reserve Factors -0050 (1) – (8)   | Factor Ranking | Discussion/Rationale |
|---|----------------|----------------------|
| <b>When identifying and selecting land for designation as urban reserves under this division, Metro</b> |                |                      |

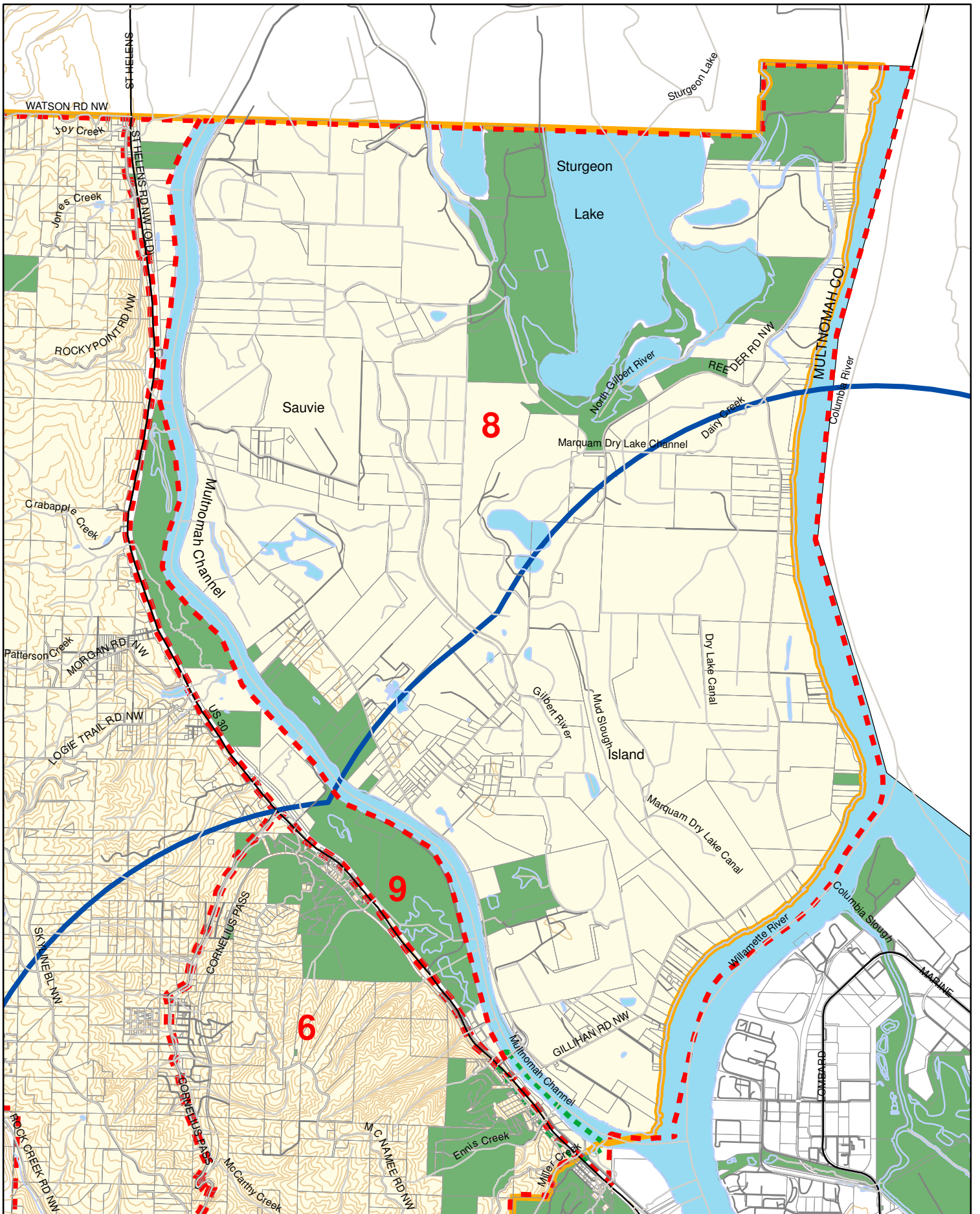
| shall base its decision on consideration of whether land proposed for designation as urban reserves, alone or in conjunction with land inside the UGB: |  |     |  |
|--|--|-----|--|
| 1.   | Can be developed at urban densities in a way that makes efficient use of existing and future public and private infrastructure investments                                       | LOW | <p>Transportation – Two new bridges required to handle urban density.</p> <ul style="list-style-type: none"> <li>• Isolated from other town centers, main streets and corridors – questionable public transportation potential.</li> <li>• High water table - potential that roads would need to be elevated to enhance drainage and avoid flooding.</li> </ul> <p>Transportation ranking is Low.</p> <p>Sewer – Receiving plant has capacity. Difficulties include second point of access needed, flat terrain likely to require pumping, difficulty of under-grounding pipes at a proper depth given the relatively low water table. Sewer ranking is Low</p> <p>Water – Difficult to serve without a second bridge, loop system would require river crossing, dike crossing and pumping due to the flat topography.</p> |
| 2.   | Includes sufficient development capacity to support a healthy economy  | LOW | <ul style="list-style-type: none"> <li>• Difficult to connect to the transportation system – needs river crossings.</li> <li>• Upgrades to dikes and drainage system required.</li> <li>• Large land area across river from existing industrial area.</li> </ul>   |
| 3.   | Can be efficiently and cost-effectively served with public schools and other urban-level public facilities and services by appropriate and financially capable service providers | LOW | <ul style="list-style-type: none"> <li>• See key services efficiency information under 1. above</li> <li>• No assessments for schools, stormwater, parks, etc.</li> <li>• Most likely service provider for this area is Portland since the area is adjacent at it's south edge.</li> </ul>   |
| 4.   | Can be designed to be walkable and served with a well-connected system of streets, bikeways, recreation trails and public transit by appropriate service providers               | LOW | <ul style="list-style-type: none"> <li>• Area has flat topography and large area suitable for walkable neighborhoods that require higher density and mix of services.</li> <li>• Difficult to integrate into existing urban area – new bridges required.</li> <li>• Very limited existing road network. Constructed new network would need to be built high enough to drain.</li> </ul>  |
| 5.   | Can be designed to preserve and enhance natural ecological systems   | LOW | <p>This area would undergo extensive alteration to dry it out to make it suitable for urban development. Extensive wet habitat would likely be altered/lost.</p>   |
| 6.   | Includes sufficient land suitable for  | LOW | <p>Large amount of flat land. Adequate flood</p>   |



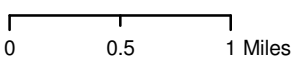
|    |  |     |  |
|----|--|-----|--|
|    | <b>a range of needed housing types</b>   |     | protection structures, drainage system, and possibly fill would be required to make the land suitable.   |
| 7. | <b>Can be developed in a way that preserves important natural landscape features included in urban reserves;</b>   | LOW | Island feature would be significantly altered by urban development.  |
| 8. | <b>Can be designed to avoid or minimize adverse effects on farm and forest practices, and adverse effects on important natural landscape features, on nearby land including land designated as rural reserves.</b> | LOW | <ul style="list-style-type: none"> <li>• Limited, if any natural edges to use for buffers, land set asides could be used.</li> <li>• Extent of land needed for urban development to help offset urban infrastructure costs suggests significant reduction of farm or habitat acreage would occur.</li> </ul> |

**Staff Summary and Conclusion:**

This area ranks low on all of the urban factors and ranks low for urban reserve suitability due to significant infrastructure costs to protect urban development on the island from flooding, and costs to construct key infrastructure, especially transportation. Mitigating the effects of urban development on the island would also be difficult.



Multnomah County Candidate Area Maps:  
 Potential Urban and Rural Reserve Areas  
 Areas 8 & 9 - Sauvie Island, Multnomah Channel



- Streams/Water Bodies
- Study Area Boundary
- UGB 3-mi Buffer
- Tax Lots
- Urban Candidate Area
- 50 ft Contours
- Rural Candidate Area
- Public Lands

Draft (Rev. 08/03/09)



# Area 9: Multnomah Channel

## Rural Analysis

The Multnomah Channel area is a narrow strip of land that runs along the east toe of the Tualatin Mountains. It extends from the Portland metro UGB to the Columbia County line at the north extent of the Study Area, a distance of slightly over 8 road miles. The width of the strip between Highway 30 and the river varies between roughly 100 feet up to 1/3 of a mile at one point. This strip is considered as a separate area because the topography differs from the Tualatin Mtn. hillsides that begin at the west edge of the highway, and it is separated by Multnomah Channel from Sauvie Island on the east.

Rural resource land mapping for this area includes “foundation” land, although the area is not specifically discussed in the ODA study. The area is also mapped as “wildland” forest in the ODF study, and Natural Landscape Features unit #21 Forest Park Connections.

**CAC Assessment:** Low suitability for rural reserve

**Staff Assessment:** Low suitability for rural reserve

### Farm and Forest Factors Evaluation

| Rural Reserve Factors - Farm/Forest -0060(2)   |   | Factor Ranking | Discussion/Rationale   |
|--|---|----------------|--|
| <b>2. Land intended to provide long-term protection to the agricultural or forest industry, or both.</b> |   |                |  |
| 2a.  | Is situated in an area that is otherwise subject to urbanization due to proximity to a UGB.       | Low/High       | Low for areas north of the Sauvie Island bridge, and high between the bridge and Portland. Areas rated low contain primarily floodplain, much of which is in public ownership, between Hwy 30 and the channel. The area south of the bridge is under study as a candidate urban reserve. |
| 2b.  | Is capable of sustaining long-term agriculture or forestry  | Low            | Little if any farm or forest management exists in this area.   |
| 2c.  | Has suitable soils and water  | Low            | This rates low on these two capability elements because there is no protection from flooding and no drainage system resulting in too much water. The area supports significant wetland soil areas that are poor for agriculture and commercial forest species as a result.               |
| 2d.  | <b>Is suitable to sustain long-term agricultural or forestry operations, taking into account:</b> |                |  |
| 2d. (A)  | Contains a large block of farm or forest land and cluster of farm operations or woodlots          | Low            | No blocks of farm or forest operations are found in this area.   |
| 2d. (B)  | The adjacent land use pattern, including non-farm/forest uses and                                 | Low            | Nonfarm/forest uses predominate along the channel, and the narrow width between channel and road would result in close un-buffered   |

|                          |   |     |   |
|--------------------------|---|-----|---|
|                          | <b>buffers between resource and non-resource uses.</b>                    |     | proximity to farm/forest uses if those were present.  |
| <b>2d.</b><br><b>(C)</b> | <b>The land use pattern including parcelization, tenure and ownership</b> | Low | While the strip is made up of large parcels, especially in the central section, perhaps ¾ of the area is owned by public entities rather than by farm or forest managers.                   |
| <b>2d.</b><br><b>(D)</b> | <b>Sufficiency of agricultural or forestry infrastructure</b>             | Low | The area would need protection from flooding, however cost and inconsistency with assumed management objectives of public owners indicate this infrastructure is not likely to materialize. |

|   |                                |          |  |
|---|--------------------------------|----------|--|
| <b>Rural Reserves Factor -0060(4) Foundation or Important agricultural land within 3 miles of a UGB qualifies for designation as rural reserve.</b> |                                |          |  |
|   | <b>Foundation</b>              | Yes      |  |
|   | <b>Important</b>               |          |  |
|   | <b>Within 3 miles of a UGB</b> | Portions | 3 mile line crosses Hwy 30 north of Cornelius Pass Rd. |

**Staff Summary and Conclusion – Suitability for rural reserve to protect farm and forest resources:**

This area is not farmed or in forest management, soil and water conditions are low without substantial infrastructure, and major ownership is assumed to have other management objectives.

**Landscape Features Factors Evaluation**

| <b>Rural Reserve Factors - Landscape Features -0060(3)</b>   | <b>Factor Ranking</b>  | <b>Discussion/Rationale</b>   |
|--|--|---|
| <b>3. For land intended to protect important natural landscape features, consider areas on the Landscape Features Inventory and other pertinent information and consider whether the land:</b> |  |   |
| <b>3a.</b>   | <b>Is situated in an area that is otherwise subject to urbanization due to proximity to a UGB.</b> | Low/High  |
|  |  | Low for areas north of the Sauvie Island bridge, and high between the bridge and Portland. Areas rated low contain primarily floodplain, much of which is in public ownership, between Hwy 30 and the channel. The area south of the bridge is under study as a candidate urban reserve and therefore ranks high. |
| <b>3b.</b>   | <b>Subject to natural disasters or hazards such as flood, steep slopes, landslide</b>              | High  |
|  |  | The strip consists of unprotected floodplain.   |
| <b>3c.</b>   | <b>Has important fish, plant or wildlife habitat</b>   | Medium  |
|  |  | Areas north of Sauvie Island bridge appear to have high habitat values. However riparian areas south of the bridge have been impacted by moorage facilities, and there are limited wetland areas.   |
| <b>3d.</b>   | <b>Is necessary to protect water quality such as streams, wetlands and riparian areas</b>          | Low/Medium  |
|  |  | North of the bridge is low - significant wetland/riparian areas exist north of the bridge, however the area is not suitable for urban reserve. South of the bridge is medium - few wetland areas are mapped south of the bridge, and remaining riparian areas would receive additional protection                 |

|     |  |            |   |
|-----|--|------------|---|
|     |  |            | should the area be urbanized.   |
| 3e. | <b>Provides a sense of place to the region</b>   | Medium-Low | North of the bridge – extensive wetland areas are in public ownership and may be recognized in their own right, or as associated with the channel. South of the bridge – area does not have sense of place recognition. |
| 3f. | <b>Can serve as a boundary or buffer to reduce conflicts between urban and rural uses or between urban and natural resource uses</b> | Low        | The strip does not form an edge between urban areas and rural resources.  |
| 3g. | <b>Provides separation between cities</b>  | Low        | At roughly 8 miles apart, Portland and Scappoose are separated by distance rather than by this area.  |
| 3h. | <b>Provides easy access to recreational opportunities in rural areas such as parks and trails</b>                                    | Low        | Recreational opportunities in this area of the region are primarily located on Sauvie Island or in the Tualatin Mtns above and to the west.   |

**Staff Summary and Conclusion - Suitability for rural reserve to protect landscape features:**

Except for the area south of the Sauvie Island Bridge, the length of this strip of land is not considered potentially suitable for urban use and therefore is not in need of protection. Primarily habitat values are high north of Sauvie Island Bridge; however extensive wetlands, limited land area, lack of protection from flooding, and large areas in public ownership protect the area from urbanization. Habitat is impacted south of the bridge, and that area isn't recognized as a place-defining area in the region. Should the area be included within urban reserve, riparian habitat values are likely to be improved through the development process. The area is included within areas mapped as foundation land; therefore an alternative recommendation of "safe harbor" reserve designation could be explored further.

**Urban Analysis**

The Multnomah Channel area is a narrow strip of land that runs along the east toe of the Tualatin Mountains. It extends from the Portland metro UGB to the Columbia County line at the north extent of the Study Area, a distance of slightly over 8 road miles. The width of the strip between Highway 30 and the river varies between roughly 100 feet up to 1/3 of a mile wide at one point. The strip is considered as a separate area for urban and rural reserve because the topography differs from the Tualatin Mtn. hillsides that begin at the west edge of the highway, and it is separated by Multnomah Channel from Sauvie Island on the east.

The area was further divided by the CAC at the Sauvie Island bridge into the north portion that was not studied for urban reserve, and the area between the bridge and the City of Portland that was. The CAC found that the results of the initial urban suitability assessment for key services water, sewer that indicated low suitability for these services warranted no further study of the north area. The area south of the bridge was retained for further analysis due in part to lack of consensus by the CAC on service potential.

*CAC Assessment: Low suitability for urban reserve*  
**Staff Assessment:** Low suitability for urban reserve

| Urban Reserve Factors -0050 (1) – (8)  | Factor Ranking  | Discussion/Rationale   |                                   |  |                                   |   |
|--|---|--|-----------------------------------|--|-----------------------------------|---|
| <b>When identifying and selecting land for designation as urban reserves under this division, Metro shall base its decision on consideration of whether land proposed for designation as urban reserves, alone or in conjunction with land inside the UGB:</b> |   |  |                                   |  |                                   |   |
| 1.   | <b>Can be developed at urban densities in a way that makes efficient use of existing and future public and private infrastructure investments</b>   | <table border="1"> <tr> <td data-bbox="618 506 824 810">N. of Sauvie Island Bridge<br/>LOW</td> <td data-bbox="824 506 1438 810">                     Transportation – Unranked.<br/>                     Sewer – ranked along with part of NW Hills as difficult. Most similar to Sauvie Island – moderately efficient with capacity at Columbia Blvd. waste water plant.<br/>                     Water – ranked along with NW Hills as low suitability.<br/>                     Efficiency appears low due to limited land supply – extensive areas of public ownership.                 </td> </tr> <tr> <td data-bbox="618 810 824 1245">S. of Sauvie Island Bridge<br/>LOW</td> <td data-bbox="824 810 1438 1245">                     Transportation – difficult to provide access to Hwy 30 due to rail crossings and expressway designation.<br/><br/>                     Sewer – ranked along with part of NW Hills as difficult. Assume most similar to Sauvie Island – moderately efficient with capacity at Columbia Blvd. waste water plant.<br/><br/>                     Water - ranked along with NW Hills as low suitability.<br/>                     Efficiency appears low due to limited land supply outside of floodplain and access difficulties.                 </td> </tr> </table> | N. of Sauvie Island Bridge<br>LOW | Transportation – Unranked.<br>Sewer – ranked along with part of NW Hills as difficult. Most similar to Sauvie Island – moderately efficient with capacity at Columbia Blvd. waste water plant.<br>Water – ranked along with NW Hills as low suitability.<br>Efficiency appears low due to limited land supply – extensive areas of public ownership. | S. of Sauvie Island Bridge<br>LOW | Transportation – difficult to provide access to Hwy 30 due to rail crossings and expressway designation.<br><br>Sewer – ranked along with part of NW Hills as difficult. Assume most similar to Sauvie Island – moderately efficient with capacity at Columbia Blvd. waste water plant.<br><br>Water - ranked along with NW Hills as low suitability.<br>Efficiency appears low due to limited land supply outside of floodplain and access difficulties. |
| N. of Sauvie Island Bridge<br>LOW  | Transportation – Unranked.<br>Sewer – ranked along with part of NW Hills as difficult. Most similar to Sauvie Island – moderately efficient with capacity at Columbia Blvd. waste water plant.<br>Water – ranked along with NW Hills as low suitability.<br>Efficiency appears low due to limited land supply – extensive areas of public ownership.  |  |                                   |  |                                   |   |
| S. of Sauvie Island Bridge<br>LOW  | Transportation – difficult to provide access to Hwy 30 due to rail crossings and expressway designation.<br><br>Sewer – ranked along with part of NW Hills as difficult. Assume most similar to Sauvie Island – moderately efficient with capacity at Columbia Blvd. waste water plant.<br><br>Water - ranked along with NW Hills as low suitability.<br>Efficiency appears low due to limited land supply outside of floodplain and access difficulties. |  |                                   |  |                                   |   |
| 2.   | <b>Includes sufficient development capacity to support a healthy economy</b>  | LOW<br><br><ul style="list-style-type: none"> <li>• Position lends itself to industrial use due to it being bracketed by rail and river, however there is only a small land area outside of flood/right of way = approx. 7 acres.</li> <li>• Shape is a narrow strip along the river, with floating homes established along the entire frontage.</li> <li>• Transportation constraint re rail crossing/hwy 30 access.</li> </ul>   |                                   |  |                                   |   |
| 3.   | <b>Can be efficiently and cost-effectively served with public schools and other urban-level public facilities and services by appropriate and financially capable service providers</b>   | LOW<br><br>See key services efficiency information under 1. above<br><br>No assessments for schools, stormwater, parks. Service provider for this area assumed to be Portland.   |                                   |  |                                   |   |

|    |   |   |   |
|----|---|---|---|
| 4. | Can be designed to be walkable and served with a well-connected system of streets, bikeways, recreation trails and public transit by appropriate service providers  | N. of Sauvie Island Bridge<br>LOW             | <ul style="list-style-type: none"> <li>• Small size and linear shape of this area does not lend itself to mixed uses and walkable, community.</li> <li>• Location and extent of public ownership divides the entire approximately 7 miles of the north strip into isolated small, linear pockets of land.</li> </ul>        |
|    |   | S. of Sauvie Island Bridge<br>LOW             | Small size (7 acres) and linear shape of this area does not lend itself to mixed uses and walkable, community.  |
| 5. | Can be designed to preserve and enhance natural ecological systems;   | LOW   | The north part of this area has high ecological values associated with wetness, a condition that would need to be corrected to provide opportunities for urban development.   |
|    |   | MEDIUM  | Mult. Channel riparian area is impacted at this time and could be restored through urban development permit requirements - some impacts would be expected at river access area(s).  |
| 6. | Includes sufficient land suitable for a range of needed housing types   | LOW   | <ul style="list-style-type: none"> <li>• Most all of the north 7 miles is in unprotected floodplain.</li> <li>• Very limited amount of buildable land - approximately 7 acres south of the bridge.</li> <li>• Suitability for housing is a question due to relationship to rail lines.</li> </ul>                           |
| 7. | Can be developed in a way that preserves important natural landscape features included in urban reserves  | N. of Sauvie Island Bridge<br>LOW             | To the extent this area has landscape features recognition, urban development would apparently have unavoidable impacts from new structures.  |
|    |   | S. of Sauvie Island Bridge<br>YES -<br>MEDIUM | <ul style="list-style-type: none"> <li>• Area not an important natural landscape feature- no sense of place recognition.</li> <li>• Mult. Channel riparian area is impacted at this time and could be restored through development permit requirements - some impacts would be expected at river access area(s).</li> </ul> |
| 8. | Can be designed to avoid or minimize adverse effects on farm and forest practices, and adverse effects on important natural landscape features, on nearby land including land designated as rural reserves. | YES,<br>MEDIUM                                | Strategies to minimize adverse effects on adjacent resource uses appear limited, and the same for both north and south areas, e.g. avoidance of floodplain/riparian area would mitigate development impacts.  |

**Staff Summary and Conclusion:**

Both the north and south portions of this area rank low for urban reserve due to the limited land area and physical constraints of floodplain and heavy rail right-of-way. Extensive public ownership indicates value of the area is not primarily associated with development opportunity. Even if sewer and water services were efficient, these other limitations indicate low value and priority for urban reserve.





# Appendix

# Reference Maps

See Planning Commission notification Web Page:

<http://www2.co.multnomah.or.us/Public/EntryPoint?ch=d06f18cff67c2210VgnVCM1000003bc614acRCRD>

# Definitions

**660-027-0010**

## Definitions

The definitions contained in ORS chapters 195 and 197 and the Statewide Planning Goals (OAR chapter 660, division 15) apply to this division, unless the context requires otherwise. In addition, the following definitions apply:

- (1) "Foundation Agricultural Lands" means those lands mapped as Foundation Agricultural Lands in the January 2007 Oregon Department of Agriculture report to Metro entitled "Identification and Assessment of the Long-Term Commercial Viability of Metro Region Agricultural Lands."
- (2) "Important Agricultural Lands" means those lands mapped as Important Agricultural Lands in the January 2007 Oregon Department of Agriculture report to Metro entitled "Identification and Assessment of the Long-Term Commercial Viability of Metro Region Agricultural Lands."
- (3) "Intergovernmental agreement" means an agreement between Metro and a county pursuant to applicable requirements for such agreements in ORS 190.003 to 190.130, 195.025 or 197.652 to 197.658, and in accordance with the requirements in this division regarding the designation of urban and rural reserves and the performance of related land use planning and other activities pursuant to such designation.
- (4) "Livable communities" means communities with development patterns, public services and infrastructure that make them safe, healthy, affordable, sustainable and attractive places to live and work.
- (5) "Metro" means a metropolitan service district organized under ORS chapter 268.
- (6) "Important natural landscape features" means landscape features that limit urban development or help define appropriate natural boundaries of urbanization, and that thereby provide for the long-term protection and enhancement of the region's natural resources, public health and safety, and unique sense of place. These features include, but are not limited to, plant, fish and wildlife habitat; corridors important for ecological, scenic and recreational connectivity; steep slopes, floodplains and other natural hazard lands; areas critical to the region's air and water quality; historic and cultural areas; and other landscape features that define and distinguish the region.
- (7) "Public facilities and services" means sanitary sewer, water, transportation, storm water management facilities and public parks.
- (8) "Regional framework plan" means the plan adopted by Metro pursuant to ORS 197.015(17).

(9) "Rural reserve" means lands outside the Metro UGB, and outside any other UGB in a county with which Metro has an agreement pursuant to this division, reserved to provide long-term protection for agriculture, forestry or important natural landscape features.

(10) "UGB" means an acknowledged urban growth boundary established under Goal 14 and as defined in ORS 195.060(2).

(11) "Urban reserve" means lands outside an urban growth boundary designated to provide for future expansion of the UGB over a long-term period and to facilitate planning for the cost-effective provision of public facilities and services when the lands are included within the urban growth boundary.

(12) "Walkable" describes a community in which land uses are mixed, built compactly, and designed to provide residents, employees and others safe and convenient pedestrian access to schools, offices, businesses, parks and recreation facilities, libraries and other places that provide goods and services used on a regular basis.

Stat. Auth.: ORS 195.141, 197.040

Stats. Implemented: ORS 195.137 - 195.145

Hist.: LCDD 1-2008, f. & cert. ef. 2-13-08