



METRO

*ordinance 00-880
was never prepared
Metro Council put a "hold"
on this case.*

Date: November 21, 2000

**STAFF REPORT TO THE
METRO COUNCIL**

Prepared by: Barbara Linssen and Mary Weber

SECTION I: APPLICATION SUMMARY

CASE: FILE NAME: Sherwood Annexation to the
Metro Jurisdictional Boundary
Case 00-880

APPLICANTS: Sherwood Property Owners in Favor of the Proposed Annexation Area
Contact: Adelle Jenike
RE/MAX Executives
16055 SW Boones Ferry Road
Lake Oswego, Oregon 97035

PROPOSAL: The petitioners are requesting annexation to the Metro jurisdictional boundary
of an approximately 317 acre area.

LOCATION: The subject area is adjacent to the City of Sherwood southern boundary. The
subject area is in two sections, one east of Highway 99W and west of Ladd Hill
Road and another extending about 1300 feet west of Baker Road (see maps
Attachment A). The proposal area includes land in both Washington and
Clackamas counties.

**PLAN/ZONING:
DESIGNATION** Washington County Zoning: Agriculture/Forestry zones, AF5, AF10 and AF20
(5, 10 and 20 acre minimum).
Washington County Comprehensive Plan Designations: Rural Residential
Clackamas County Zoning: Rural Residential Farm Forest Zone, RRF5 (5
acre minimum), Farm-Forest, FF10 (10 acre minimum)
Clackamas County Comprehensive Plan Designations: Rural Residential
(RUR).

**APPLICABLE
REVIEW CRITERIA:** Metro Code 3.09.050

SECTION II: STAFF FINDINGS

Staff finds that the petitioners in Case 00-880 have not met the criteria outlined in Metro Code Section 3.09.050.

SECTION III: BACKGROUND INFORMATION

Proposal Description: The petitioners propose to annex approximately 317 acres of land to the Metro jurisdictional boundary. Staff finds the petition area is 335.2 acres. Petitioners are pursuing the proposal "for the purpose of allowing expansion of the UGB for eventually urban development" (application, page 6, attachment B).

Site Information:

The northern edge of the subject property abuts the Metro jurisdictional boundary, the Urban Growth Boundary (UGB) and the City of Sherwood City limits. The petition includes land $\frac{1}{4}$ to $\frac{1}{2}$ mile south from the Sherwood City limit. No Exclusive Farm Use (EFU) land is included in the petition. The zoning is for rural residential and farm and forest uses. There are no obvious commercial or industrial uses in the area. It currently supports rural residential uses and small scale agricultural uses.

The petition includes 97 taxlots that range in size from 15.1 acres to 370 square feet. While some property owners may own multiple parcels, ownership is spread across several dozen people. The proposed annexation area is non-contiguous in two sections. The petitioners state that the proposal area is 316.8 acres. Staff calculations show a total of 335.2 acres in the 97 taxlots. The total proposal area that is shown on the maps created by Metro is 369.5 acres. The difference is due to the addition of acreage consisting of right-of-ways. The proposal did not include various rights-of-way adjacent to the properties included in the application. Staff recommends that the Metro jurisdictional boundary should include adjacent rights-of-way in their entirety whenever possible to facilitate possible future utility service provision. Staff altered the maps to include the appropriate right-of-ways.

Case History: The Property Owners in Favor of the Proposed Annexation Area submitted a petition for annexation of the subject property on February 25, 2000. The application was deemed substantially complete on March 6, 2000. The application and application fee were returned to the applicants on March 26, 2000 while a clarification of Metro's annexation criteria was considered. On October 2, 2000 the applicants again submitted the application. On October 7, 2000 it was deemed complete and a hearing before the Metro Council was scheduled.

Double Majority Requirement: The Washington and Clackamas County Assessment and Taxation Offices report that a total of 122 electors reside within the proposal area. Sixty four electors signed in favor of the petition with signatures verified by the appropriate County elections clerks. Of 316.6 acres in the proposal area, the petitioners provided signatures in favor of the annexation representing 249.7 acres or 78.8% of the property. Using the staff derived acreage of 335 acres, if property owners representing 249 acres signed in favor that represents 74% in favor. The petition therefore has met the double majority approval of voters and property owners as required.

SECTION IV: APPLICABLE REVIEW CRITERIA

The criteria for annexation to the Metro jurisdictional boundary are contained in Metro Code 3.09.050. The criteria with citation (**bold**), petitioner responses (*italics*), and staff analysis follow.

Petitions to add land to the Metro jurisdictional boundary may be approved under the following conditions:

1. The extent to which urban services presently are available to serve the affected territory including any extraterritorial extensions of service. [3.09.050(b)(1)]

The petitioners response: "The City of Sherwood is developing an urban services planning study for Urban Reserve #45. The following discussion is based on existing plans and studies, and information provided by the City Engineer and Planning Department. The City Engineer has stated that urban level services can be extended to serve the expansion area. The detailed study will further define the feasibility of extending services and different alternative(s) of providing services." (application, page 3)

Water *The applicants report conversations with the Sherwood City Engineer to the effect that future system additions would be able to serve the Ladd Hill Road west to Highway 99 area. No timeline or funding details are given for the system expansion plans.*

Sewer *The application states that "additional extensions of (a planned line) from the Cedar Creek drainage area can serve the proposed annexation area." No timelines or funding details are given.*

Storm Drainage *The applicants state that "Either an area wide or a regional drainage system and plan would be developed in conjunction with the development and planning for the area."*

Transportation *The applicants state that "a detailed study of needed transportation improvements will be required prior to the development of the area."*

Staff Response

No written confirmations of any of the above statements were included from the service providers. No timelines or funding information for expansions of existing systems was supplied. The criteria ask for "the extent to which urban services *presently* are available to serve the affected territory" so a discussion of potential future system expansions are not particularly relevant.

Metro staff contacted the City of Sherwood to confirm the details of the petition. A November 16, 2000 letter from Sherwood Planning Director Dave Wechner (Attachment C) states that "because decisions regarding (procedures for potential future expansions of) the Urban Growth Boundary have not been reached, it is not timely to be considering a change to Metro's jurisdiction...". In a November 20, 2000 telephone conversation City Engineer Terry Keyes stated that "The City plans no expansion in the area". While water service would likely be available to the proposed annexation area due to a new water tank being developed in the southwest portion of the city, other services are more problematic. Mr. Keyes stated that due to the lack of street connectivity, with subdivisions up to the city limits and few through or stubbed roads, providing adequate transportation access would be difficult. Mr. Keyes stated that sewer service to the proposal area would require a new trunk line heading south, probably down Ladd Hill road and that the City has no funding or immediate plans for such an expansion.

Additionally, the 2000 Regional Transportation Plan prepared by Metro states that urban expansions in this area should be coordinated with planning for a future I-5 to 99W connector.

“Link urban growth boundary expansion in this area to the corridor plan and examine the potential highway to serve as a “hard edge” in the ultimate urban form of the Sherwood area.” (RTP, pg. 6-31, adopted by ordinance 00-0869A, attachment D)

Staff concludes that the urban services presently available to serve the proposed annexation area are not adequate. This criterion has not been met.

2. A description of how the proposed boundary change complies with any urban service provider agreements adopted pursuant to ORS 195.065 between the affected entity and all necessary parties. [3.09.050(b)(2)]

The petitioners state that there are no urban service provider agreements between Metro and the proposed annexation area, therefore this criterion is not applicable.

Staff Response

Staff agrees with the applicants. This criterion is not applicable.

3. A description of how the proposed boundary change is consistent with the comprehensive land use plans, public facility plans, regional framework and functional plans, regional urban growth goals and objectives, urban planning agreements and similar agreements of the affected entity and of all necessary parties. [3.09.050(b)(3)]

The petitioners argue that the area will eventually be brought into the UGB and the City of Sherwood. Metro is responsible for the UGB and cannot bring land into the UGB that is not in its jurisdictional boundary. Approval of the petition would allow Metro to bring the area into the UGB. The petitioners state “This annexation petition proposed to annex the subject properties to Metro, thereby allowing the district to add the subject properties to its UGB” (application page 5). The petitioners also discuss an assumed future development of a Memorandum of Understanding regarding servicing of the area between the counties and the City of Sherwood and eventual annexation into the City.

Staff Response

Staff finds that the petitioners have not answered the criteria. As shown above the proposed boundary change is not consistent with the City of Sherwood's current plans for transportation or sewer service. While the proposal area was part of the former Urban reserve Area #45, urban reserves are no longer a valid designation for future UGB expansion areas. At this time Metro has no plans for UGB expansions. Metro has established (through Ordinance #00-871A) that there is sufficient land inside the existing UGB to meet the 20 year land need. Therefore no UGB expansions are warranted at this time.

The next opportunity for legislative consideration of amendments to the UGB is in December 2002. At that time all of the non-exclusive farm use lands around the edge of the current UGB would be under consideration, including this area south of Sherwood. Each area would be systematically compared for transportation access, serviceability, efficiency of urbanization, natural resources protection and other factors including the commitment of an adjacent city to annex the area. Therefore, whether or not this area will be included in the UGB is not know at this time. It is not a certainty as the petitioners suggest, nor is annexation to the City of Sherwood. The argument that Metro jurisdictional boundary annexation is the first step in the urbanization of this area is not a valid argument. The petitioners have not shown

how the proposed annexation is consistent with local and regional land use plans. This criterion has not been met.

4. Whether the proposed boundary change will result in the withdrawal of the affected territory from the legal boundary of any necessary party. [3.09.050(b)(4)]

Not applicable to amendments of the Metro jurisdictional boundary.

Staff Response

There are presently no urban service provider agreements in this area. Metro staff has received no comments from affected agencies to note an existing conflict between providers or a withdrawal from a service district. Based on this information, this criterion does not apply.

5. The proposed effective date of the decision. [3.09.050(b)(5)]

The applicants request an immediate effective date of the ordinance.

Staff Response

The conclusion of staff is that this criterion has been satisfied because the applicants have proposed an effective date of the ordinance. Section 39, subsection 1 of the Metro Charter states that an ordinance will take effect ninety (90) days after adoption unless the ordinance specifies otherwise, or if the Metro Council declares an emergency.

SECTION V: SUMMARY

The petitioners have not provided sufficient evidence to demonstrate that the subject area can be provided urban services in an orderly and efficient manner. The petitioners have not demonstrated that the annexation is consistent with existing plans, the Regional Framework Plan, the Urban Growth Management Functional Plan or any other applicable plans.

Based on the above analysis, staff finds that the petitioners have not met the criteria and recommends denial of the application for Metro jurisdictional boundary annexation.

Proposal No. MU1000-A

3S1W05




Annexation to the Metro Jurisdictional Boundary

Clackamas Co.

ATTACHMENT A



R L I S
REGIONAL LAND INFORMATION SYSTEM

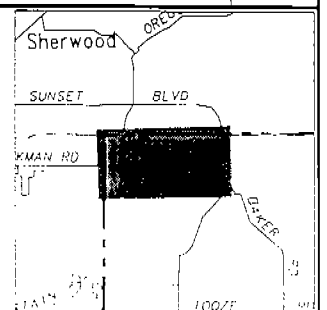
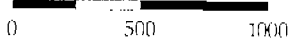
-  Metro boundary
-  Annexation boundary
-  Area to be annexed



600 NE Grand Ave.
Portland, OR 97232-2736
Voice 503 797-1742
FAX 503 797-1909
Email drc@metro-region.org

Proposal No. MU1000-A
METRO JURISDICTIONAL BOUNDARY
Figure 1

Scale: 1" = 750'



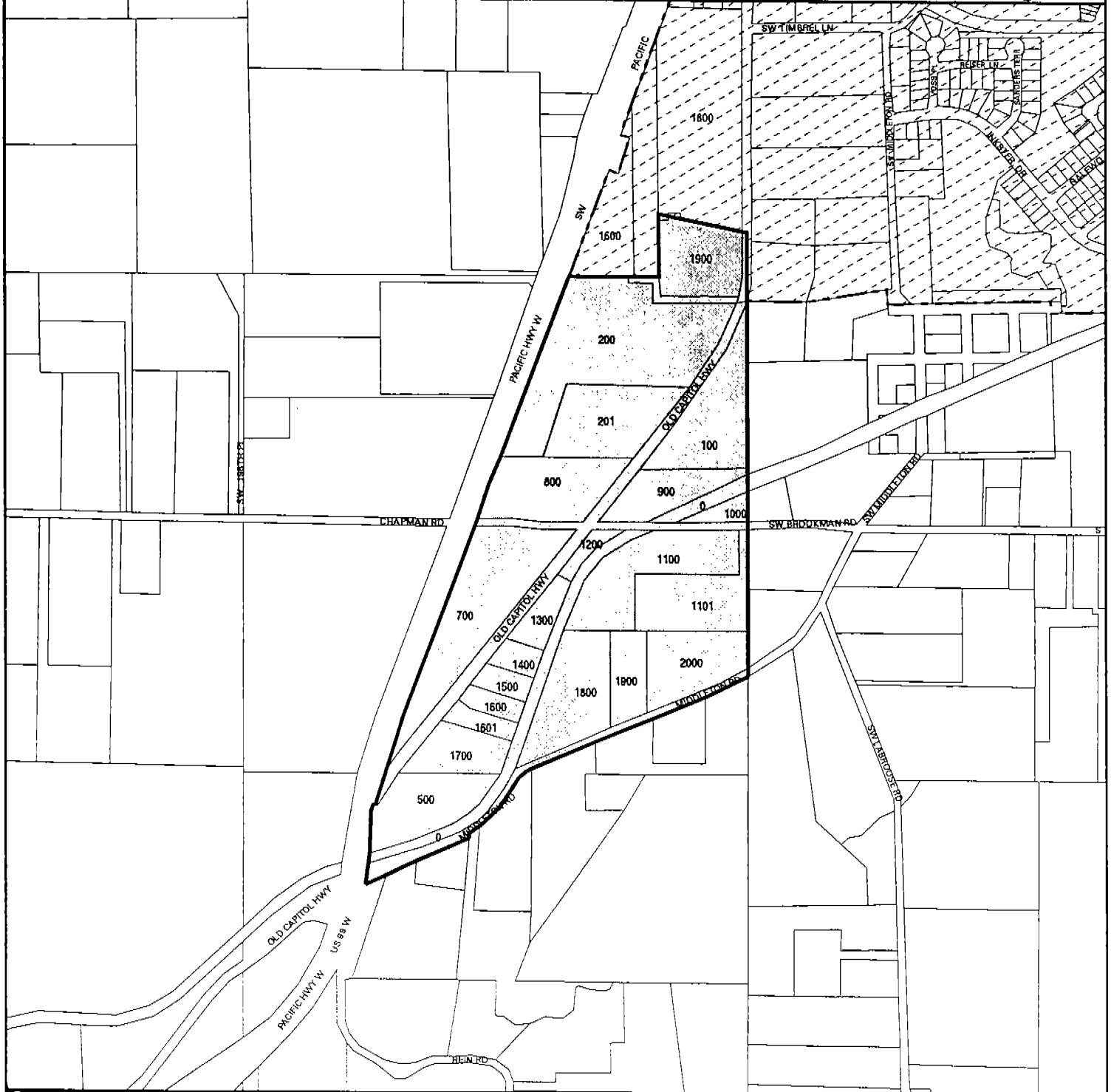
The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

Proposal No. MU1000-C

3S2W01

Annexation to the Metro Jurisdictional Boundary

Washington Co.






R E G I O N A L L A N D I N F O R M A T I O N S Y S T E M



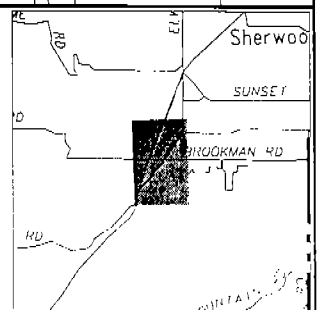
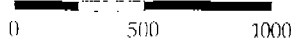
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Email drc@metro-region.org

METRO

-  Metro boundary
-  Annexation boundary
-  Area to be annexed

Proposal No. MU1000-C
METRO JURISDICTIONAL BOUNDARY
Figure 1

Scale: 1" = 750'



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**METRO
JURISDICTIONAL BOUNDARY APPLICATION**

Request For:

**Inclusion of Sherwood Urban Reserve Area #45 into the
Metro Jurisdictional Boundary**

Submitted To:

**Metro
Growth Management Services
600 NE Grand Avenue
Portland, Oregon 97232**

Submitted By:

**Sherwood Property Owners “in Favor of” the
Proposed Annexation Area (URA #45)**

Dated:

February 25, 2000

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7. Washington County and Clackamas County Elections Department Certification of Registered Voters
8. Washington County and Clackamas County Departments of Assessment and Taxation Certification of Legal Description and Map of Area Proposed for Annexation
9. Annexation Data Sheet
10. Exhibits

LIST OF EXHIBITS

- A. Proposed Area of Annexation into the Metro Jurisdictional Boundary
- B. Existing Urban Reserve Area #45
- C. City of Sherwood Water Service Plan Map
- D. City of Sherwood Sewer Service Plan Map
- E. Neighboring Property Ownership Mailing List
- F. Certification of Legal Description and Maps

APPLICATION SUMMARY

DATE: February 25, 2000

APPLICANT: Property Owners in favor of Proposed Sherwood Annexation Area (Area #45)

MAILING ADDRESS: Property Owners of Area #45
C/O Adelle Jenike
16055 Boones Ferry Road
Lake Oswego, OR 97035

PROPOSAL: The petitioners are requesting annexation to the Metro Jurisdictional Boundary of a 316.86 acre area that is within the Urban Reserve Area (URA) #45 designated by Metro.

LOCATION: The proposed area for annexation is contiguous to the southern city limits of the City of Sherwood, east of Pacific Highway 99W and west of Ladd Hill Road. Also, east of Ladd Hill Road and west of Baker Road. (See Exhibit A)

PLAN ZONING DESIGNATION: Washington County Zoning: Agriculture/Forestry 5, 10 & 20 acre minimum (AF5, AF10, AF20)
Washington County Comprehensive Plan Designations: Rural Residential (RUR)
Clackamas County Zoning: Rural Residential Farm Forest 5 acre minimum (RRFF5); Farm-Forest 10 acres (FF10)
Clackamas County Comprehensive Designation: Rural Residential (RUR)

APPLICABLE REVIEW CRITERIA: Metro Code 3.09.050

NARRATIVE

BACKGROUND INFORMATION

Site Information: The area proposed for annexation into the Metro Jurisdictional Boundary is contiguous to the southern city limits of the City of Sherwood, east of Pacific Hwy. 99W; and west of Ladd Hill Road and another portion east of Ladd Hill Road and west of Baker Road. (See Exhibit A). The area includes properties within both Washington and Clackamas counties and are referenced in the attached documents within this application. The subject area is composed of a total of 97 tax lots currently occupied by single-family dwellings or undeveloped properties. The landscape in this area consists of rolling hills, pasture land, pockets of mixed conifer and evergreen scrub forests. The uses within the area include large lot rural residential, hobby farms, and some limited agricultural uses. The proposed annexation area includes exception lands, those lands not adequate for agricultural and forest uses.

Proposal Description: The petitioners propose to annex approximately 317 acres of land into the Metro Jurisdictional Boundary. The 317-acre site comprises most of the area designated by the Metro Council as Urban Reserve Area #45. Portions of the Area #45 boundary are not included within the proposed annexed area, because some property owners opted out of being included in the annexation areas and because some of these areas are difficult to serve by public services at this time. The areas not included do not impact the overall connectivity of the proposed annexed area to the existing UGB. The area will be contiguous with the UGB and can be served by future urban level services.

The City of Sherwood is currently developing plans supporting this area for annexation and inclusion into the Sherwood UGB. The City of Sherwood is committed to eventual annexation of this area into the city limits. No urban comprehensive plan amendment has been adopted for this area, but the city is currently developing land use plan alternatives that will meet the goals and objectives of the Metro Functional Plan.

The Washington and Clackamas County Assessment and Taxation Offices certify that a total of 121 electors reside within the proposed area. Sixty four (64) or 52.89% of the electors signed in favor of the Metro District Annexation. Property owners representing 249.70 acres (78.80%) of the subject area are in favor of the annexation to Metro.

APPLICABLE REVIEW CRITERIA

The criteria for annexation to the Metro Jurisdictional Boundary are contained in Metro Code 3.09.050. The criteria are shown in **bold**, with the petitioner's responses following.

Petitions to add land to the Metro Jurisdictional Boundary may be approved under the following conditions.

- 1. The extent to which urban services presently are available to serve the affected territory including any extraterritorial extensions of service.**
[3.09.050 (b)(1)]

The City of Sherwood is developing an urban services planning study for the Urban Reserve Area 45. The following discussion is based on existing plans and studies, and information provided by the City Engineer and Planning Department. The City Engineer has stated that urban level services can be extended to serve the expansion area. The detailed study will further define the feasibility of extending the services and different alternative of providing services.

Water:

The City of Sherwood's engineer advises that the City would be the water service provider for the expansion area. The City currently has three (3) wells and one (1) reservoir to serve the city. The City is currently working on plans to expand the City's water supply system by developing additional city wells. The City's Water Service Plan update shows planned extensions of the main line from Sunset Blvd., down Ladd Hill Road and extending to the Old Hwy 99 to the west, see Exhibit C. As is shown on the attached plan the planned line extension would extend along the edge of the existing UGB and the proposed expansion area. The main service line could be extended and looped along Brookman Road to serve the proposed annexation Area 45. Detailed studies of urban service extension are currently under development by the City of Sherwood and will be used for future planning for the area.

Sanitary Sewer:

Sanitary sewer will be provided by the City of Sherwood. The proposed expansion area can be served by the Cedar Creek trunk line. Current planned expansions are shown on the Sanitary Sewer Plan attached, see Exhibit D. Additional extensions of this line from the Cedar Creek drainage area can serve the proposed annexation area. Additional studies are needed to determine the most appropriate routes and directions of the expansion within Area 45, which is currently being developed by the City of Sherwood.

Storm Drainage:

Storm drainage would be provided in compliance with Metro/City of Sherwood/ Washington and Clackamas Counties requirements. Storm water service would be tied into the existing natural drainages and floodplains in the area. Either an area wide or regional drainage system and plan would be developed in conjunction with the development and planning for the area.

Transportation:

The primary roads serving the site include Ladd Hill Road, Old Hwy 99 and Brookman Road (see attached maps). Pacific Hwy 99W travels along the western edge of the site and intersects with Brookman Road. Pacific Hwy 99W will provide access to the area from the north (Sherwood) and from the south. Ladd Hill Road is a two-lane collector road, which travels north and south through the eastern edge of the main portion of the expansion area. Old Hwy 99 is a two lane local street running north/south, which serves the western portion of the area. Brookman Road is a two lane local street, which travels east/west through the heart of the expansion area. A detailed study of needed transportation improvements will be required prior to the development of the area.

Fire and Police:

Fire service will be provided by the Tualatin Valley Fire and Rescue (TYF&R). Police service will be provided by the Washington County Sheriff's Office. Upon annexation of this territory to the City of Sherwood, the city will provide police protective services.

Schools:

School services will be provided by the Sherwood School District. According to a study completed by the School District, "Enrollment Projections and Facility Capacity", December 1999, continued rapid growth is forecast for the district, but the pace will be more moderate in the next five years than it has been in the past five years. By 2004 the district enrollment will increase by forty percent (40%) and the strongest growth is expected at the elementary level. A new elementary school is planned for the district, which will help relieve expected future demand. With the expansion of the URA 45 additional expansions of schools may be needed. Preliminary plans for the expansion area will include land for a school site.

2. A description of how the proposed boundary change complies with any urban service provider agreements adopted pursuant to ORS 195.065 between the affected entity and all necessary parties. [3.09.050 (b)(2)]

There are no adopted ORS 195.065 urban service provider agreements between Metro and identified providers of urban services. Therefore, ORS 195.065 is not applicable to this annexation proposal because Metro is not a party to urban service agreements under the statute.

3. A description of how the proposed boundary change is consistent with the comprehensive land use plans, public facility plans, regional framework and functional plans, regional urban growth goals and objectives, urban planning agreements and similar agreements of the affected entity and of all necessary parties. [3.09.050(b)(3)]

Under state law, Metro is the entity responsible for the establishing and amending the Urban Growth Boundary (UGB) for the Portland Metropolitan region. Metro's position is that its jurisdiction to amend its UGB extends only to territories that are already located within its jurisdictional boundaries. This annexation petition proposed to annex the subject properties to Metro, thereby allowing the district to add the subject properties to its UGB. At this point when the city so directs, following annexation to Metro and the metro Council's adoption of a decision to include the subject territory inside its UGB, the subject properties will be annexed by the City of Sherwood, in a manner consistent with the terms of a Memorandum of Understanding between the City and Washington and Clackamas Counties which will be established for that purpose. These local governments will expend the resources to draft such a Memorandum of Understanding after the subject property is added to the UGB.

The subject property is currently located within Washington County and Clackamas County. The current county comprehensive plan designations for the subject area are Rural Residential and Agricultural and Forest reflecting rural development standards applicable to land located within these Counties.

The area has some natural resources which generally follows the Cedar Creek tributary and smaller drainages within the Cedar Creek Sub Basin. Upon annexation to the Metro Urban Growth Boundary, any such resources would be mapped and subject to protection under Title 3 of the Urban Growth Management Functional Plan.

The 2040 Growth Concept assumption for this area, according to the 1998 Productivity Analysis Report, is inner neighborhood. When annexed to the City of Sherwood zoning and a comprehensive plan designation consistent with this 2040 design type would be applied. The area is entirely exception lands and is not appropriate for agriculture and forestry uses and is currently mostly large lot rural residential. This area can be served with urban level services in a contiguous and orderly fashion. The applicant satisfies this criterion by demonstrating that it is possible to develop this consistent with the adopted 2040 Growth Concept Plan.

4. Whether the proposed boundary change will result in the withdrawal of the affected territory from the legal boundary of any necessary party. [3.09.050(b)(4)]

The jurisdictional boundary change will not result in the subject property being withdrawn from the territory of a necessary party, nor will it result in the property being added to the legal boundary of any necessary party. The only practical consequence of the proposed annexation is that the property will be subject to Metro's taxing jurisdiction and will serve to effectuate Metro's determination that the property is suitable for inclusion in the Urban Growth Boundary.

5. The proposed effective date of the decision. [3.09.050(b)(5)]

The applicant request an immediate effective date of the ordinance. However, Section 39, subsection 1 of the Metro Charter states that an ordinance will take effect 90 days after adoption unless the ordinance specifies otherwise, or if the Metro Council declares an emergency. This criterion has been satisfied.

SUMMARY

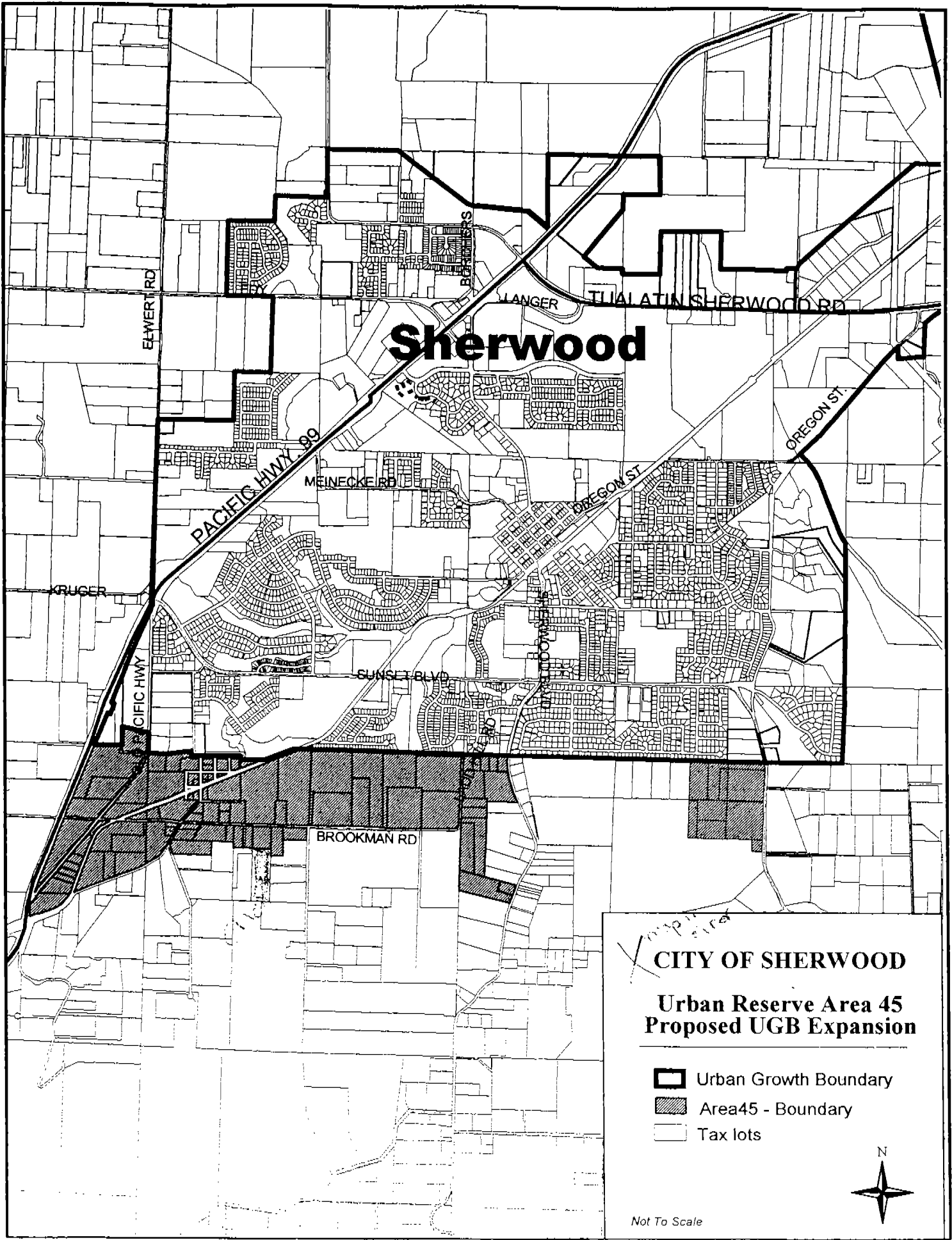
This petition seeks to annex approximately 317 acres of land into the Metro jurisdictional boundary for the purpose of allowing expansion of the UGB for eventually urban development. The petitioners have provided sufficient evidence to demonstrate that the subject area can eventually be provided urban services in an orderly and efficient manner. The petitioners have demonstrated that the annexation is not in conflict with the Regional Framework Plan, the Urban Growth Management Functional Plan or any other applicable plans. The site can be adequately served with sewer; storm sewer; water; police; fire; schools; park and open space; and transportation services after inclusion of the area into the UGB and the city limits of Sherwood (require subsequent actions).

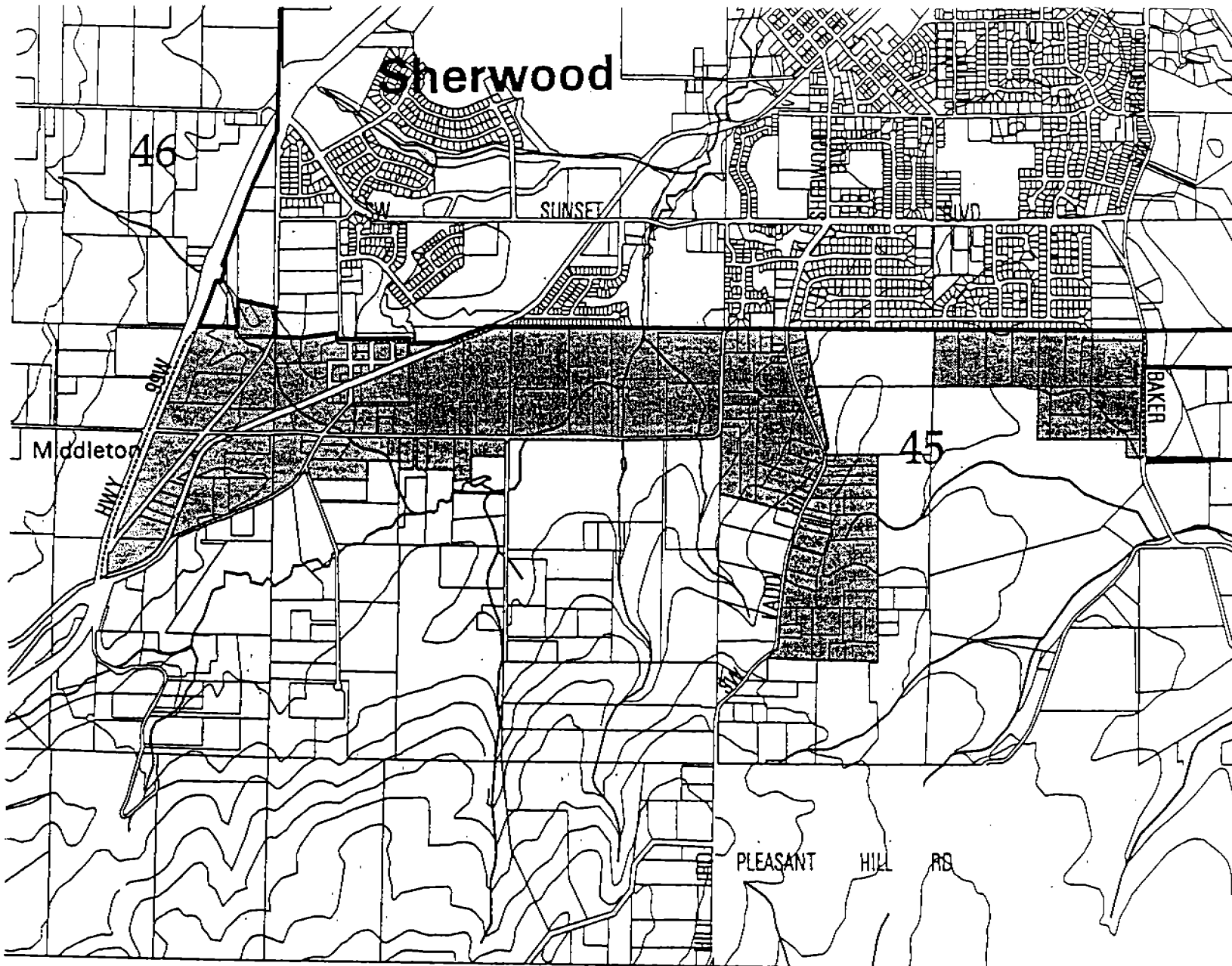
January 20, 2000

In lieu of submitting, at this time, the report required by Metro code criterion 3.09.05 (b), indicating "the extent to which urban services presently are available to serve the affected territory including any extra territorial extensions of service," we, the applicants, request this document serve as a temporary report until the City of Sherwood releases final publication of the above required information prepared by Westlake Consultants.

In a conversation with Mr. Lee Leighton, of Westlake Consultants, on January 12, 2000, Mr. Leighton indicated that he is currently preparing a working draft, that includes a study on availability of urban services, which he intends to submit to the City of Sherwood in February. In this conversation, Mr. Leighton stated that for urban services, the studies, to date, are "problematically free."





Based upon the positive comments from Mr. Leighton, we, the applicants, feel confident in moving forward in our application into Metro's jurisdiction with the understanding that Westlake Consultants final urban services' report will be forth coming in the near future. We, the applicants, will provide Metro with a copy of the said final report upon receipt, of same, from the City of Sherwood.



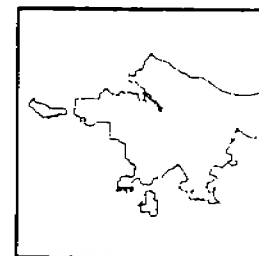


Urban Reserve Tax Lot Boundaries

Metro Council Decision 2-27-97

-  Designated Urban Reserve Area
-  Resource Lands within Urban Reserve
-  Modified Urban Reserve Area
-  Urban Growth Boundary

MAP #45



600 NE Grand Ave
Portland, OR 97232-3734
(503) 797-1942



METRO

94139plmshmetro.mxd, plot date: March 04, 1997

NOTE: SHADED AREA IS URBAN RESERVE AREA

Exhibit B



Metro Growth Mgmt.

NOV 20 2000

ATTACHMENT C

November 16, 2000

Home of the Tualatin River National Wildlife Refuge

Barbara Linsen, Growth Management Services
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Barbara:

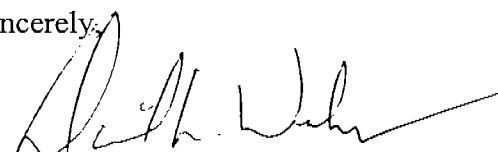
The City of Sherwood appreciates the opportunity to respond to application #00-880 (map. No. MU1000-A, B and C) regarding a proposed annexation to Metro's jurisdictional boundary. Despite the current status of applications to change the Urban Growth Boundary, apparently Metro is accepting applications for annexation to Metro's jurisdictional boundary.

It was Sherwood's position in considering a recent study of Urban Reserve Area 45 that the consideration of any expansion to the Urban Growth Boundary would be premature, given that Metro currently has no process for doing so. The Sherwood City Council consideration of expanding our UGB until Metro adopts a process for considering such changes, and a thorough analysis of Metro's Alternative Site Study is completed.

In summary, because decisions regarding the Urban Growth Boundary have not been reached, it is not timely to be considering a change to Metro's jurisdiction, particularly at the edge of the entire Portland urban area.

Please forward your staff report and any supplementary materials germane to this application. If you need to contact the City, please call me at 625-4205. Thank you.

Sincerely,



Dave Wechner, Planning Director

C: John Morgan, City Manager
Walt Hitchcock, Mayor

- avoid premature construction that could unintentionally increase urban pressures in rural reserves east of Damascus
- examine the potential for the highway to serve as a "hard edge" in the ultimate urban form of the Damascus area
- develop a concurrent plan to transition the function of the existing Highway 212 facility into a major arterial function, with appropriate access management and intersection treatments identified

* *I-5 to 99W Connector*

An improved regional connection between Highway 99W and I-5 is needed in the Tualatin area to accommodate regional traffic, and to move it away from the Tualatin, Sherwood and Tigard town centers. This connection will have significant effects on urban form in this rapidly growing area, and the following design considerations should be addressed in a corridor plan:

- balance improvement plans with impacts on Tualatin and Sherwood town centers and adjacent rural reserves
- in addition to the northern alignment considered in the Western Bypass Study, examine the benefits of a southern alignment, located along the southern edge of Tualatin and Sherwood, including the accompanying improvements to 99W that would be required with either alignment
- identify parallel capacity improvements to Tualatin-Sherwood Road and 99W in Tigard from I-5 to Highway 217 that could be used to phase in, and eventually complement future highway improvements
- * • link urban growth boundary expansion in this area to the corridor plan and examine potential the proposed highway to serve as a "hard edge" in the ultimate urban form of the Sherwood area
- develop an access management and connectivity plan for 99W in the Tigard area that balances accessibility needs with physical and economic constraints that limit the ability to expand capacity in this area
- consider express, peak-period pricing and HOV lanes