

BEFORE THE CHIEF OPERATING OFFICER

RELATING TO THE APPLICATION FOR A
MINOR ADJUSTMENT TO THE URBAN
GROWTH BOUNDARY NEAR SW STAFFORD
ROAD AND SW ADVANCE ROAD IN
UNINCORPORATED CLACKAMAS
COUNTY

Order No. 17-03

WHEREAS, the West Linn-Wilsonville School District, the owner of property at 6300 SW Hazel Street in unincorporated Clackamas County applied for a minor adjustment to the urban growth boundary (UGB) under Metro Code section 3.07.1445; and

WHEREAS, the Chief Operating Officer determined that the application was complete and sent notification of the application to persons entitled to notice under the code; and

WHEREAS, the Chief Operating Officer evaluated the application for compliance with the criteria in Metro Code section 3.07.1450 and determined that it complied with the criteria; now, therefore,

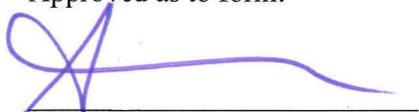
IT IS ORDERED THAT:

1. The Metro UGB is hereby amended to include land near SW Stafford Road and SW Advance Road in unincorporated Clackamas County, as shown in the Staff Report dated April 14, 2017, attached and incorporated into this Order as Exhibit A. This addition complies with Metro Code section 3.07.1450 criteria for the reasons set forth in Exhibit A.
2. The land included in the UGB by this Order shall be designated as "Neighborhood" on the Metro 2040 Growth Concept Map and, upon annexation to the City of Wilsonville, developed to provide necessary transportation connections to a school facility.

ENTERED this 19th day of April, 2017


Martha Bennett, Chief Operating Officer

Approved as to form:


Alison R. Kean, Metro Attorney

Order No. 17-03

Exhibit A

STAFF REPORT

IN SUPPORT OF ORDER NO. 17-03, RELATING TO THE APPLICATION FOR A MINOR ADJUSTMENT TO THE URBAN GROWTH BOUNDARY NEAR SW STAFFORD ROAD AND SW ADVANCE ROAD IN UNINCORPORATED CLACKAMAS COUNTY

Date: April 14, 2017

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: UGB Minor Adjustment 17-01

PETITIONER: West Linn-Wilsonville School District
2755 SW Borland Road
Tualatin, OR 97062

PROPOSAL: The petitioner requests a Minor Adjustment to the Urban Growth Boundary (UGB) to site a road and lines for public facilities and services. The addition will result in 0.07 acres (2,880 square feet) included in the UGB.

LOCATION: The expansion locations are located near SW Stafford Road and SW Advance Road. A map of the area can be seen in Attachment 1.

ZONING: The property to be added to the UGB is zoned Exclusive Farm Use (EFU) by Clackamas County and is designated Urban Reserve.

Applicable Review Criteria

The criteria for a Minor Adjustment to the Urban Growth Boundary (UGB) are contained in Metro Code Section 3.07.1450.

3.07.1450 Criteria for Minor Adjustments

Petitions to add land to the UGB may be approved under the following conditions:

- (a) The purpose of this section is to provide a mechanism to make small changes to the UGB in order to make it function more efficiently and effectively. It is not the purpose of this section to add land to the UGB to satisfy a need for housing or employment. This section establishes criteria that embody state law and Regional Framework Plan policies applicable to boundary adjustments.*
- (b) Metro may adjust the UGB under this section only for the following reasons: (1) to site roads and lines for public facilities and services; (2) to trade land outside the UGB for land inside the UGB; or (3) to make the UGB coterminous with nearby property lines or natural or built features.*

For this application to amend the UGB to site roads and lines for public facilities and services, Metro Code Section 3.07.1450(c) applies.

Exhibit A

(c) To make a minor adjustment to site a public facility line or road, or to facilitate a trade, Metro shall find that:

(1) The adjustment will result in the addition to the UGB of no more than two net acres for a public facility line or road and no more than 20 net acres in a trade;

Petitioner:

The adjustment will add 0.07 acres (2,880 square feet) to the UGB, significantly less than the maximum of two acres.

Staff Response:

Based on the petitioner's submittal and Metro GIS records staff agrees that the adjustment will result in the addition of less than two acres to the Urban Growth Boundary. Staff concludes that this criterion has been met.

(2) Adjustment of the UGB will make the provision of public facilities and services easier or more efficient;

Petitioner:

The proper design and alignment of the proposed transportation facility improvements necessitate adding two very small slivers of land into the UGB. The improvements will include vehicular travel lanes, sidewalks and bike lanes consistent with the City of Wilsonville Transportation System Plan.

Staff response:

Staff agrees with the reasons set forth by the petitioner that approval of the petition will make the provision of public facilities and services easier or more efficient by providing the necessary land to develop complete streets consistent with local plan requirements. Staff concludes this criterion has been met.

(3) Urbanization of the land added by the adjustment would have no more adverse environmental, energy, economic or social consequences than urbanization of land within the existing UGB;

Petitioner:

The minor adjustment is necessary to allow for the proper alignment of street improvements to be built including pedestrian and bicycle facilities. It satisfies this criterion because:

- Environmental Consequences. The widening of the proposed 63rd Avenue right-of-way and Advance Road street cross sections is necessary to provide complete street design for pedestrians and bicyclists. Because of their small size, the environmental consequences of small amounts of additional paved surface will be negligible.
- Energy Consequences. The modest additional width will enable the construction of complete street improvements, including pedestrian and bicycle facilities. Such improvements will encourage active transportation and help reduce environmental impacts associated with vehicular transportation.

Exhibit A

- Economic Consequences. The economic consequences will be minor. However it will be more cost-effective to complete the street improvements rather than waiting for adjacent Urban Reserve 4H land to come into the UGB and then complete street frontage improvements.
- Social Consequences. As noted above, providing full street improvements now will improve active transportation access and safety for all modes.

Staff response:

Staff agrees with the reason set forth by the petitioner that approval of the petition would have no more adverse environmental, energy, economic or social consequences than urbanization of land within the existing UGB. Staff concludes that this criterion has been met.

(4) Urbanization of the land added by the adjustment would have no more adverse effect upon agriculture or forestry than urbanization of land within the existing UGB;

Petitioner:

The small land areas involved are not currently in agricultural or forestry use. They are undeveloped portions of larger properties, which are adjacent to SW 63rd Avenue, a new street and the northeast corner of SW Advance Road and SW Stafford Road. The use of these small areas for transportation improvements will not have an adverse impact on resource uses in the general vicinity.

Staff response:

Staff agrees with the petitioner that the adjustment would have no more adverse effect upon agriculture or forestry than urbanization of land within the existing UGB as the land area is very small and no agriculture or forestry activities currently exist on the land. Staff concludes this criterion has been met.

(5) The adjustment will help achieve the 2040 Growth Concept;

Petitioner:

The proposed minor adjustment to the UGB is consistent with the fundamental elements of the 2040 Growth Concept because:

- The proposed street improvements are necessary to properly provide multi-modal accessibility for the school and adjacent existing and future urban development; and
- The current separation and distinction between urban and rural lands will be maintained due primarily to the minor amount of land involved.

Staff response:

Staff agrees with the petitioner that the proposed adjustment will help achieve the 2040 Growth Concept as providing multi-modal street connections and maintaining a separation of urban and rural lands are key components of the 2040 Plan. Staff concludes this criterion has been met.

(6) The adjustment will not result in an island of urban land outside the UGB or an island of rural land inside the UGB; and

Petitioner:

The current UGB boundary will not be changed from its current configuration in a way that would create any islands of urban or rural lands. The proposal simply makes road rights-of-way slightly wider to accommodate necessary street improvements.

Exhibit A

Staff response:

Staff agrees with the petitioner that the adjustment will not result in an island or urban land outside the UGB or an island of rural land inside the UGB. Staff concludes this criterion has been met.

(7) If the adjustment is to facilitate a trade, the adjustment would not add land to the UGB that is designated rural reserve or for agriculture or forestry pursuant to a statewide planning goal.

Petitioner:

This criterion is not relevant as a land trade is not proposed.

Staff response:

Staff agrees with the petitioner that this criterion is not relevant.

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition to this application. Clackamas County and the City of Wilsonville support the petition.

Legal Antecedents: Metro Code 3.07.1445(d) allows, through an administrative process, adjustments to the UGB to site roads and lines for public facilities and services.

Anticipated Effects: This amendment will add 0.07 acres to the UGB to provide required street improvements consistent with local plan requirements.

Budget Impacts: As the applicant was required to file an application fee to cover all costs of processing this minor adjustment, there is no budget impact.

RECOMMENDED ACTION

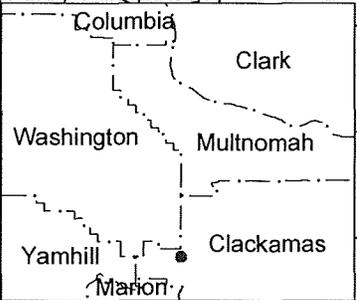
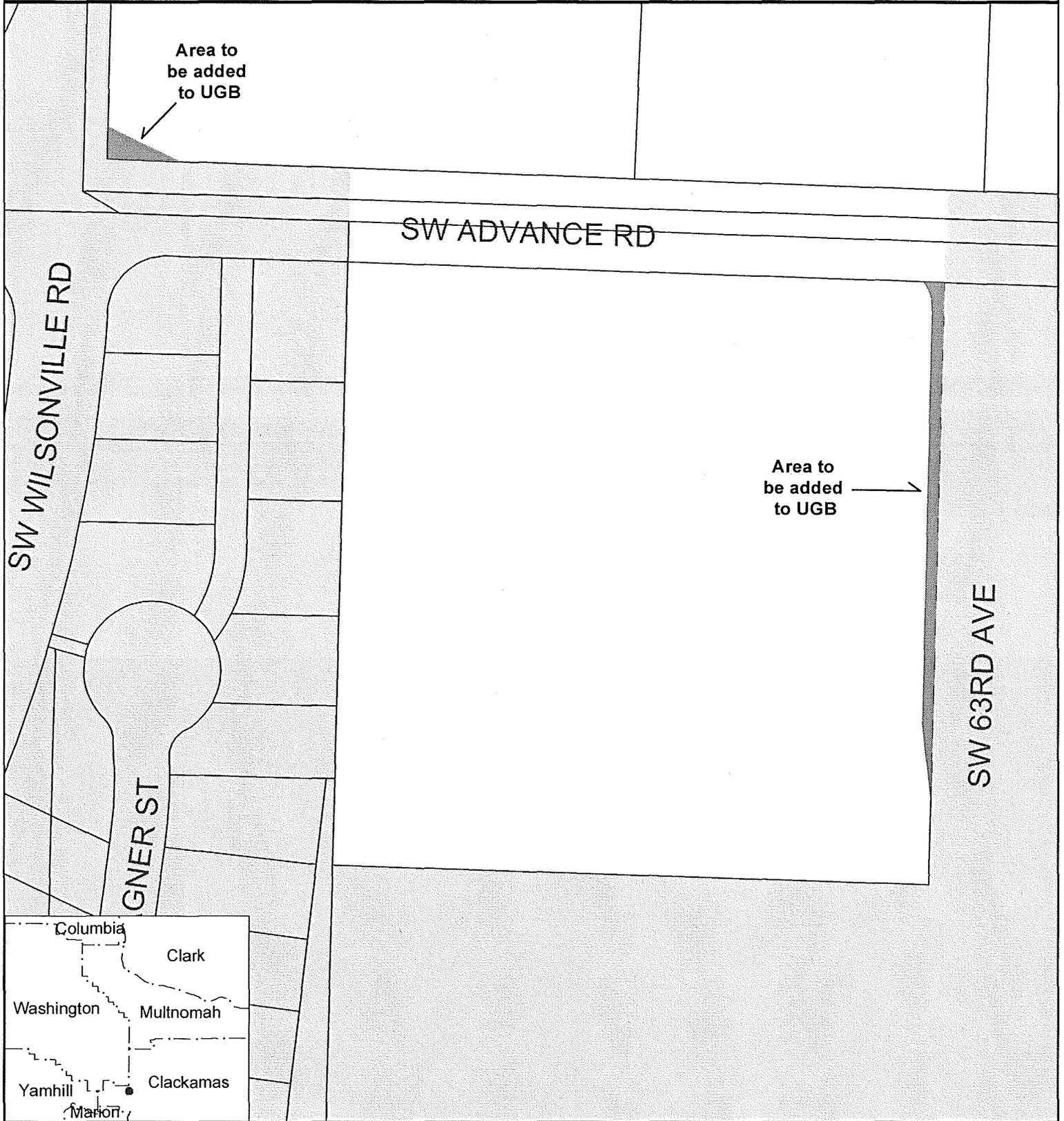
Staff recommends that the Chief Operating Officer approve Order No. 17-03 for a Minor Adjustment to the Urban Growth Boundary.

Case No. 17-01

3S1E07, 3S1E18

Urban Growth Boundary Minor Adjustment

Clackamas County

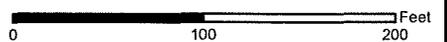


Data Resource Center
 600 NE Grand Ave
 Portland, OR 97232-2736
 (503) 797-1742
<http://www.oregonmetro.gov/drc>

Case No. 17-01 UGB Minor Adjustment

1:1,200

- Areas to be added to UGB
- Taxlots
- Urban growth boundary



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.