

GRAHAMS FERRY ANALYSIS AREA (5G)

Grahams Ferry Analysis Area		Total Acres	203
Gross Vacant Buildable Acres	83	Total Constrained Acres	120
Estimated Dwelling Unit Capacity	1,094	• Title 13 Significant Habitat	115
Estimated Employment Acres		• Public Land	0

General Description (see attached map)

The Grahams Ferry Analysis Area is located to the west of Wilsonville, west of the Coffee Lake Wetlands natural area owned by Metro. The current UGB forms the eastern and southern edges. Access to the area includes SW Tooze Road, running along the south edge, and SW Grahams Ferry Road which forms the west edge. The area is flat, and is adjacent to significant natural features including the south end of the Tonquin Geologic Area.

Parcelization, Building Values, Development Pattern (see attached aerial photograph)

There are 24 parcels with this area, three-quarters of which are less than five acres in size. The median parcel size is 2.77 acres and approximately 170 of the 203 total acres are contained in the eight largest lots. Building improvements have been made on 19 of the 24 lots, with a median value of \$183,420 and four improvements are valued over \$250,000. There appears to be limited active farming or crop production. A small pocket of rural residences are clustered in the southwest corner of the analysis area, at the intersection of SW Tooze Road and SW Grahams Ferry Road.

Available data does not suggest the existence of power lines or public easements through this area. However, there is a large block of Metro-owned open space between the study area and the industrial uses to the east within the UGB.

GOAL 14 LOCATIONAL FACTORS (METRO CODE SECTION 3.01.020)

Public Facilities and Services

Orderly and economic provision of public facilities and services

The preliminary sanitary sewer, water and transportation suitability analyses completed by the Core Four Technical Team for the urban and rural reserve study area indicated this general location had high suitability for sanitary sewer services, medium suitability for water services and medium suitability for transportation connectivity. As part of Clackamas County's urban and rural reserve designation process, the City of Wilsonville indicated that the area can be efficiently and cost-effectively provided with public facilities necessary to support urban development.

The following cost estimates represent preliminary estimates for the major components of the individual systems. The estimates were generated using very general assumptions about the level of residential development that could occur in the analysis area. More detailed concept plans, consistent with the requirements of Metro's Urban Growth Management Functional Plan Title 11 will be necessary to develop more refined cost estimates. Attachment 5 contains the breakdown for the transportation cost estimates. A map of the proposed collector and arterial transportation system is attached to this summary.

Sanitary Sewer Services - \$3,188,000

Water Distribution Services - \$2,510,000

Storm Sewer Services - \$1,906,000

Transportation Services - \$127,780,000

Parks - \$15,360,000

Schools - \$300,000 (Increased maintenance costs, no new schools)

ESEE Analysis

Comparative environmental, energy, economic and social consequences

Environmental

Coffee Lake Creek runs through the east side of the study area, and including other small unnamed tributaries totals 1.5 miles of stream corridor. A small irrigation channel runs north-south through the southeast corner of the analysis area. There are two ponds along this channel, one along the forested area along Coffee Lake Creek, and the other just south of the analysis area, along SW Boeckman Road. The Coffee Lake Wetlands natural area is along the eastern edge of the study area, and forms a large continuous area with the habitat surrounding Coffee Lake Creek.

Slopes are generally mild, with only a half acre over 25%, even within the riparian areas. A large 100-year flood plain cuts across the northeast portion of the analysis area, and extends throughout the Coffee Lake Wetlands area to the east. A portion of this flood plain area appears to be active farmland, and the rest is forested. Based on this analysis, urbanization throughout most of the area would have minimal environmental impacts. In the eastern portion that includes forest and wetland features, the 100-year flood plain will limit development opportunities, precluding the impact of urbanizing the area. Attachment 6 contains the breakdown of the environmental factors.

Energy, Economic & Social

This small area, composed of 24 parcels is a mixture of limited agricultural activities and rural residences. Seventy-nine percent of the parcels have improvements and 66% of the parcels are less than five acres in size. Directly to the south is the Villebois area that is currently being developed to urban standards. Once the development of this area is completed, the loss of the rural lifestyle for the current residents of the analysis area may be less, as they will be closer to urban amenities. There is one 60-acre parcel and two other parcels in the same ownership that total more than 50 acres; however significant portions of these large areas are constrained by riparian habitat limiting developable acreage. The limited agricultural activity reduces the potential negative economic impacts of a lost farming economy and would be offset by the potential economic impact of urban development. The costs for protecting the significant habitat areas will be considerable in contrast to the potential economic impact of urbanizing the remaining land, although most of the habitat is at the edge, adjacent to other habitat patches that would reduce the overall cost impact of protection. Overall, this analysis area has medium economic, social and energy consequences from urbanization.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian habitat areas exist along the Coffee Lake Creek corridor, with 44.5 acres of wetland, 37 acres of floodplain, and a majority of the area's 83 acres identified as riparian habitat found in this location. Total regionally significant habitat in the study area includes an additional 32 acres of upland habitat, primarily connected with riparian habitat along the small stream corridor in the southwest corner of the analysis area, including a small pocket of forested land along SW Grahams Ferry Road. The Grahams Ferry Analysis Area is also adjacent to a large 200 acre block of natural area to the east, part of the Coffee Lake Wetlands land owned by Metro, and lies partially within the Tonquin Geologic Feature in the north and east portions of the analysis area.

The City of Wilsonville, the expected governing body, has adopted a habitat protection program that is in substantial compliance with Metro's Title 13 Nature in Neighborhoods regulations. This protection program, along with the limited development potential within the 100-year flood plain, creates a buffer that can minimize the impacts future urbanization will have on regionally significant fish and wildlife habitat in the area. The habitat in the southwest portion of the area is at a higher risk from urbanization due to its isolation, but is currently covered by active agriculture and rural residential developments that have removed much of the critical habitat. Redevelopment

of this area will provide the opportunity to restore the habitat that is impacted. Overall, future urbanization will impact some of the regionally significant habitat within the analysis area.

Agricultural/Forest Compatibility

Protection of farmland that is most important for the continuation of commercial agriculture in the region

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this area as an urban reserve means farmland within this analysis area is not the most important for the continuation of commercial agriculture in the region.

Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB

There is a 178-acre block of exclusive farm use (EFU) zoned land directly adjacent to the north edge of the Grahams Ferry analysis area that extends both east and west of SW Grahams Ferry Road (see attached resource land map). The resource land to the west of SW Grahams Ferry Road is forested with no agricultural activities and two of the four parcels contain rural residences. The resource land to the east of SW Grahams Ferry Road includes one parcel with minimal agricultural activities, two rural residences and an open space parcel owned by Metro. Coffee Lake Creek flows south through this area on its way to the Willamette River. Due to the very limited agricultural activities that are occurring on the adjacent EFU zoned land, the proposed urban uses would be compatible with nearby agricultural activities occurring on farm land.

One would expect that most of the additional traffic generated by urbanization of this analysis area would be directed into the City of Wilsonville to the east, thereby causing a minimal impact on the more intense level of agricultural activities occurring on EFU zoned land in the vicinity of SW Baker and SW Tooze Roads.

Clear transition between urban and rural lands, using natural and built features to mark the transition

Coffee Lake Creek, its associated floodplain and nearby forested areas provide a transition between the analysis area and the rural lands to the north and northwest. There are no natural or built features that provide a transition area for the rural residences to the west. Even assuming SW Grahams Ferry Road is built to a collector level roadway, the road itself will not provide the needed transition area between urban and rural lands. Additional buffers will need to be incorporated into the planning of the analysis area to provide a clear transition from urban to rural uses along this western edge. The remaining edges of the analysis area connect to the UGB. Overall, there is a transition area for approximately half of the Grahams Ferry analysis area edge.

2040 Growth Concept

Contribution to the purposes of Centers

The Wilsonville Town Center is the nearest center, located to the southeast of the Grahams Ferry analysis area. Wilsonville's center is 166 acres in size, and serves primarily the City of Wilsonville in this southern-most extent of the region. The town center is only indirectly linked to the analysis area by a series of arterial roads (1.5 miles). No Tri-Met services currently connect the analysis area to Wilsonville's Town Center, nor does SMART, the City of Wilsonville's bus service. The WES Commuter Rail's southern terminus stop is approximately half way between the center and analysis area.

Wilsonville's Town Center is envisioned to be a dense, mixed used community that creates a walkable, pedestrian-oriented environment. The town center is located a short distance from the terminus of the WES Commuter Rail line. Metro's State of the Centers Report shows a higher than average jobs to housing ratio, fewer people and dwellings per acre than desired, and needing more infill and redevelopment to boost urban densities.

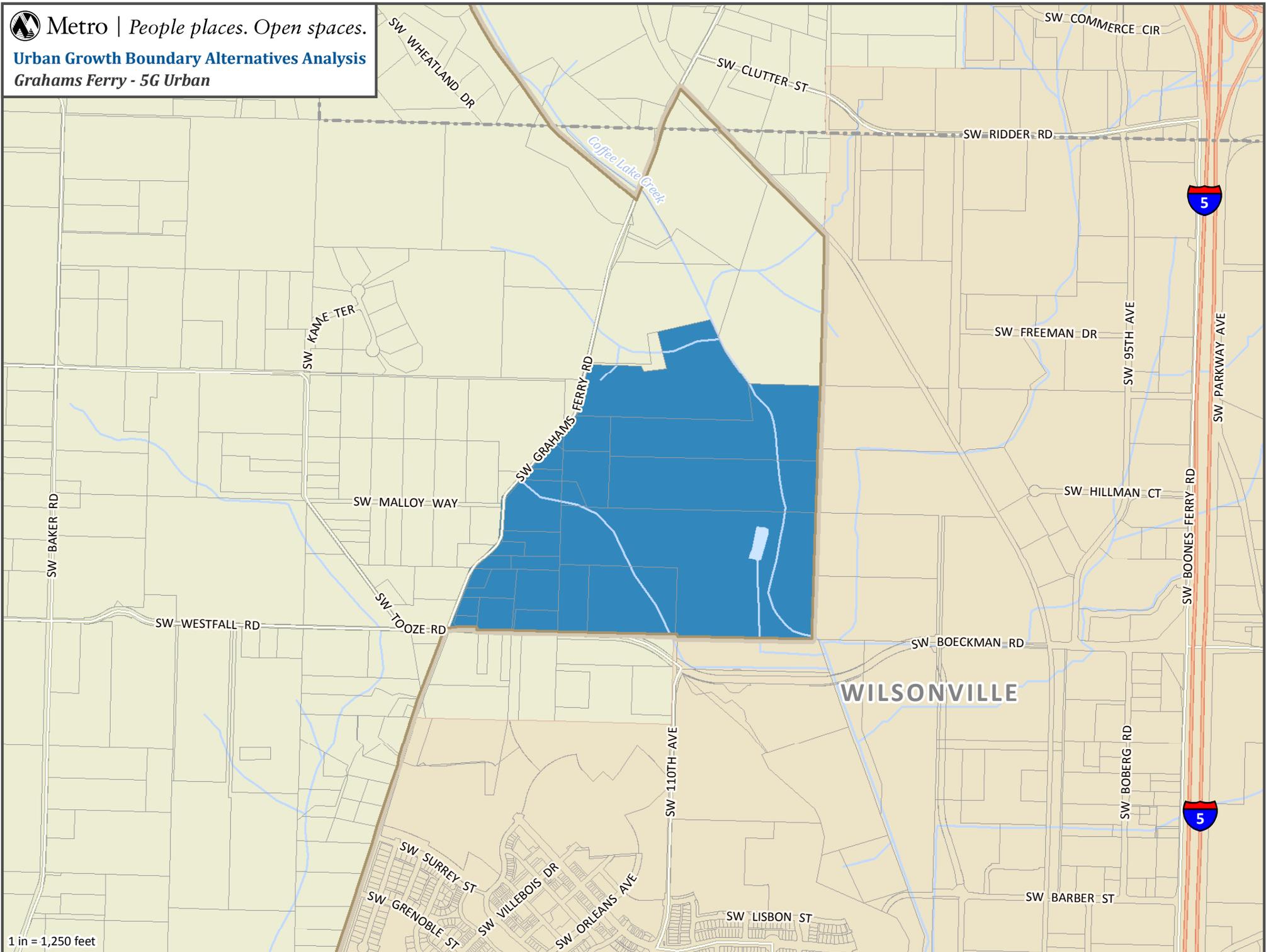
The Grahams Ferry analysis area was identified by Wilsonville's 20 Year Look process as a site for long-term future urbanization, and expected to provide primarily industrial land to build on development within the Coffee Creek industrial area. Urbanization of the analysis area is unlikely to contribute to the purpose and vision of the Wilsonville Town Center due to its distance from the center and its potential industrial use. Although the added industrial development here could provide jobs for the area, the Grahams Ferry analysis area is too distant and disconnected to support the town center. There is currently a block of additional undeveloped land zoned for industrial use adjacent to the east of the analysis area, within the current UGB.



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Urban Growth Boundary Alternatives Analysis

Grahams Ferry - 5G Urban



1 in = 1,250 feet

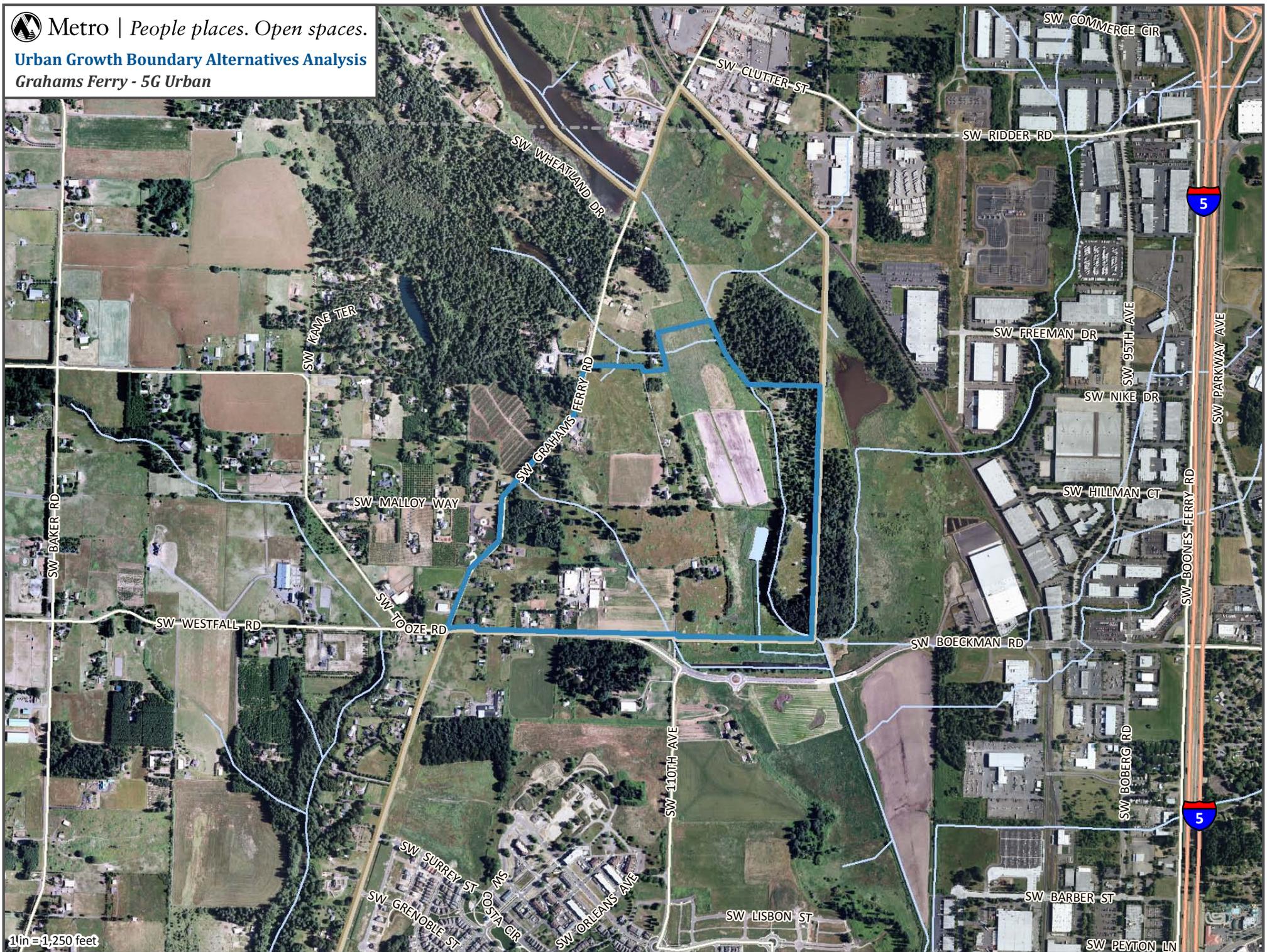
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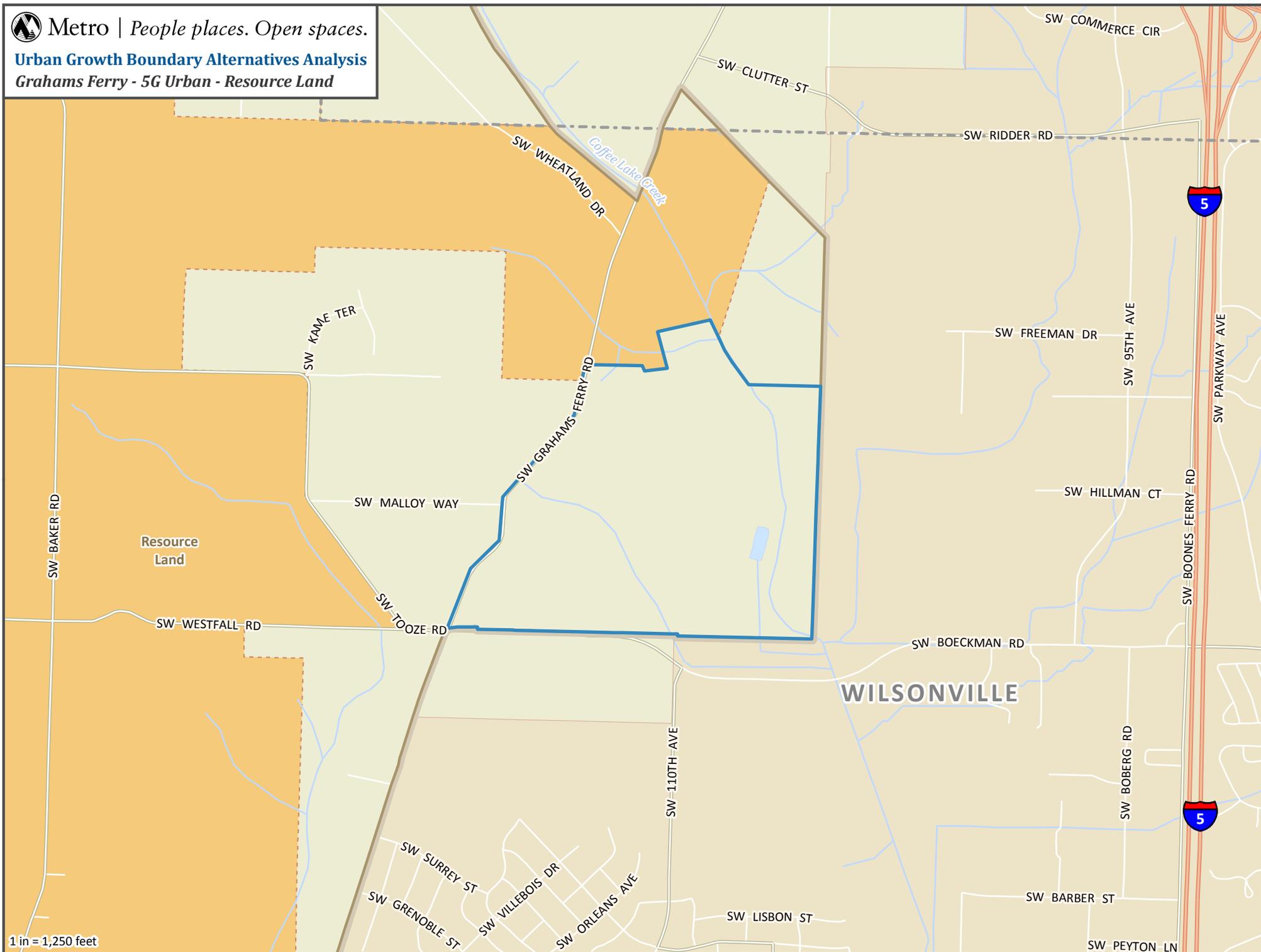
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Urban Growth Boundary Alternatives Analysis

Grahams Ferry - 5G Urban - Resource Land



1 in = 1,250 feet

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