

SHUTE ROAD INTERCHANGE ANALYSIS AREA (8B)

| Shute Rd. Interchange Analysis Area | | Total Acres | 86 |
|--|----|--------------------------------|-----------|
| Gross Vacant Buildable Acres | 58 | Total Constrained Acres | 28 |
| Estimated Dwelling Unit Capacity | 0 | • Title 13 Significant Habitat | 24 |
| Estimated Employment Acres | 47 | • Public Land | 0 |

General Description (see attached map)

This small area sits to the northwest of the Shute Rd interchange on Highway 26, just north of the Hillsboro North Analysis Area. It totals 86 acres and is bounded by NW Helvetia Road to the east and Highway 26 to the south. The west and north boundaries follow the two large tax lots that comprise the majority of the analysis area. Most of the area is actively cultivated farmland, with the exception of a small wooded area along the southern edge that contains a few rural residences.

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

The Shute Rd Interchange area has seven tax lots, although the two largest account for 73 of the 85 acres under analysis. All of the remaining five parcels are less than one acre in size. Five of the seven parcels have improvements, although only 2 have values over \$100,000. There is one parcel with an improvement valued at \$458,690. The entire analysis area is zoned as agricultural land; however active farming appears to only be occurring on the two larger parcels. The other five lots appear to be for residential use, and a large portion of one of the larger lots contains a stream and associated floodplain.

Available data does not suggest the existence of power lines or public easements within this area.

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, water services and transportation connectivity.

The City of Hillsboro's Pre-Qualifying Concept Plan, completed as part of the Washington County urban and rural reserve designation process, indicates that the city has the ability and willingness to provide urban services to this area.

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 large site industrial 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.

Sanitary Sewer Services – \$554,000

Water Distribution Services – \$525,000

Storm Sewer Services - \$476,500

Transportation Services – due to the very small size of the analysis area and its location directly adjacent to the NW Shute Road/Highway 26 interchange, no additional arterials or collectors are needed to serve the area.

ESEE Analysis

Comparative environmental, energy, economic and social consequences

Environmental

There are no wetlands, but there are 23 acres of 100-year flood plain along Waible Gulch running through the southeast corner of the area. The area is very flat, with almost no steep topographic features. There is no other evidence of significant natural resources or environmental features in the analysis area. Given the small amount of resources and their isolated nature in the southeast corner of the analysis area, future urbanization can occur with minimal impact to environmental resources. Attachment 6 contains a breakdown of the environmental factors.

Energy, Economic & Social

This very small area, composed of 7 parcels is mostly in agricultural production with a few rural residences along NW Groveland Drive near the Highway 26 interchange. The two parcels that are in agricultural production are greater than 30 acres and the remaining five parcels, four of which contain improvements are a half acre in size. The loss of the economic impact from the significant agricultural uses in this small area may be considerable; however the potential economic impact of urbanization for industrial use on these large flat parcels near the highway interchange will outweigh this loss. There are 33 acres of identified habitat associated with Waible Gulch which runs through the southern section of the analysis area. The costs for protecting this pocket of resources will be small in contrast to the potential economic impact of urbanizing the remaining northern portion, as its isolated location easily allows for preservation away from development.

Urbanization will negatively impact the few residents along NW Groveland Drive through the loss of the rural lifestyle, although they are currently impacted by urban level traffic. Overall this analysis area has low economic, social and energy consequences from urbanization.

Avoidance of conflict with regionally significant fish and wildlife habitat

There is one location of regionally significant riparian habitat in this analysis area comprised of a small 24 acre block of riparian habitat along the stream corridor in the southeast corner. The City of Hillsboro, the expected governing body for this area, has adopted habitat protection measures in compliance with Metro's Title 13 program through the Tualatin Basin Natural Resource Coordinating Committee's protection program. Due to the isolated location of the habitat and the expected protection measures that will be in place prior to development, urbanization can occur with minimal impact on the identified regionally significant fish and wildlife habitat.

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

The UGB borders the Shute Road urban reserve analysis area on the east. Resource land zoned exclusive farm use (EFU) directly borders the analysis area on the west and north (see attached resource land map). This extensive block of farm land extends for miles to the north and west and is intensely farmed for numerous agricultural products. There is an island of non-farm land zoned Agriculture Forest 10 (AF-10) a little over a mile to the north in the vicinity of NW Helvetia Road and NW Dierdorff Road. To the south across Highway 26 is a block of non-farm land zoned Agriculture Forest 5 (AF-5) that is centered on NW Oak Drive and NW Birch Avenue. Northwest of the analysis area, Storey Creek and a few tributaries flow south through open farm fields but do not act as an edge or buffer. Increased traffic along NW Helvetia Road and NW West Union Road due to new urban uses within the analysis area could impact agricultural activities in this resource land area, however given the analysis area's location next to Highway 26 little traffic would be expected to travel north. As there are no identifiable edges or buffers between the analysis area and the extensive farm lands to the west, the proposed urban uses would not be compatible with the agricultural activities that occur on farm land outside the UGB. However mitigation measures could reduce conflicts between urban uses inside the UGB and resource uses outside the UGB.

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

There are no natural or built features to mark a clear transition between urban and rural lands to the north or west. Highway 26 acts a buffer for the rural lands to the south. Additional buffers will need to be incorporated into the planning of the urban reserve analysis area to provide a clear transition from urban to rural uses.

2040 Growth Concept

Contribution to the purposes of Centers

The Shute Rd Interchange analysis area is approximately 2.5 miles north/northwest of the Orenco Town Center. The two areas are linked by NW Shute Road, but do not currently have any public transit connections. The Orenco Town Center is generally residential in character. The center was built as a transit-oriented development surrounding Orenco Station, and has some mixed use residential and commercial. According to the Metro State of the Centers report, it has a low job to housing ratio, but a much higher than average number of dwelling units per acre. The Orenco Town Center is considered an emerging transit center that may be ripe for increased investment and development, based on research completed by Metro's Development Center for the TOD Strategic Plan.

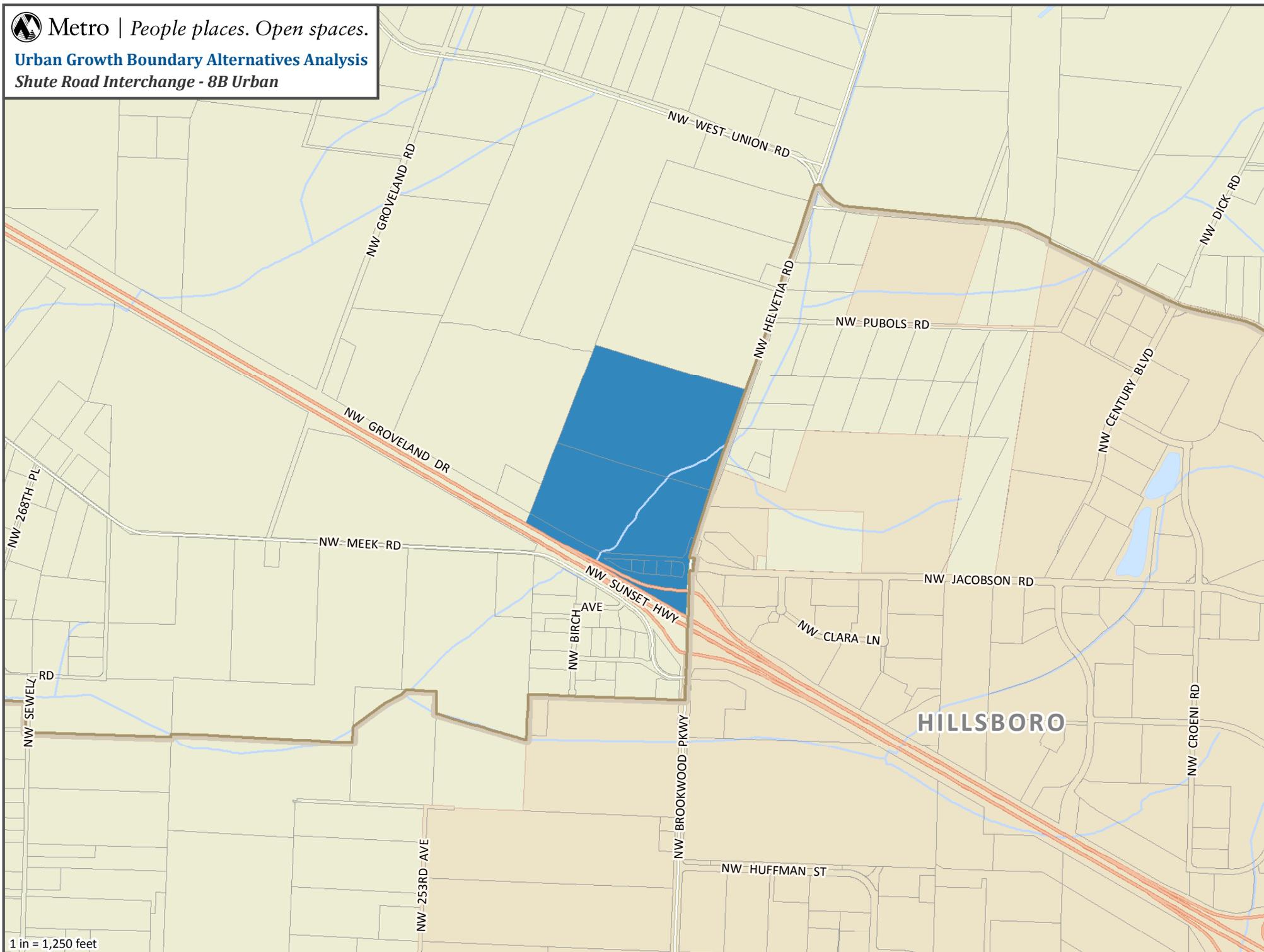
Currently, the City of Hillsboro envisions the analysis area urbanizing primarily with large site industrial uses. Urbanization of the Shute Road Interchange analysis area will not contribute to the vision and purpose of the Orenco Town Center due to the distance between the two areas and the focus of the analysis area on large site industrial development. The employment needs of the town center that would help to balance the jobs to housing ratio, is different than the large site industrial employment focus of the analysis area.



Metro | People places. Open spaces.

Urban Growth Boundary Alternatives Analysis

Shute Road Interchange - 8B Urban



1 in = 1,250 feet

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.

Urban Growth Boundary Alternatives Analysis
Shute Road Interchange - 8B Urban

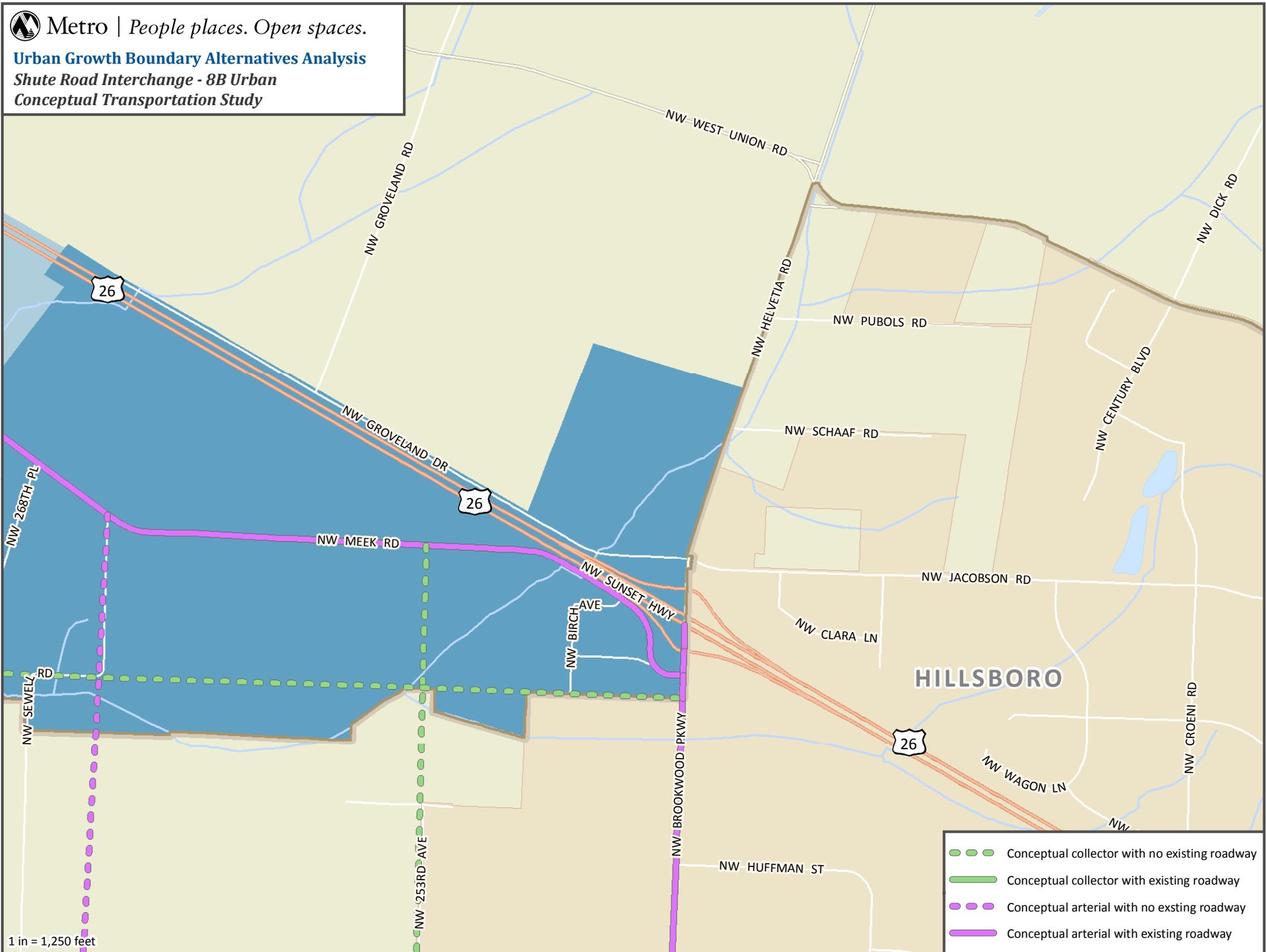


1 in = 1,250 feet



Metro | People places. Open spaces.

Urban Growth Boundary Alternatives Analysis
Shute Road Interchange - 8B Urban
Conceptual Transportation Study



1 in = 1,250 feet

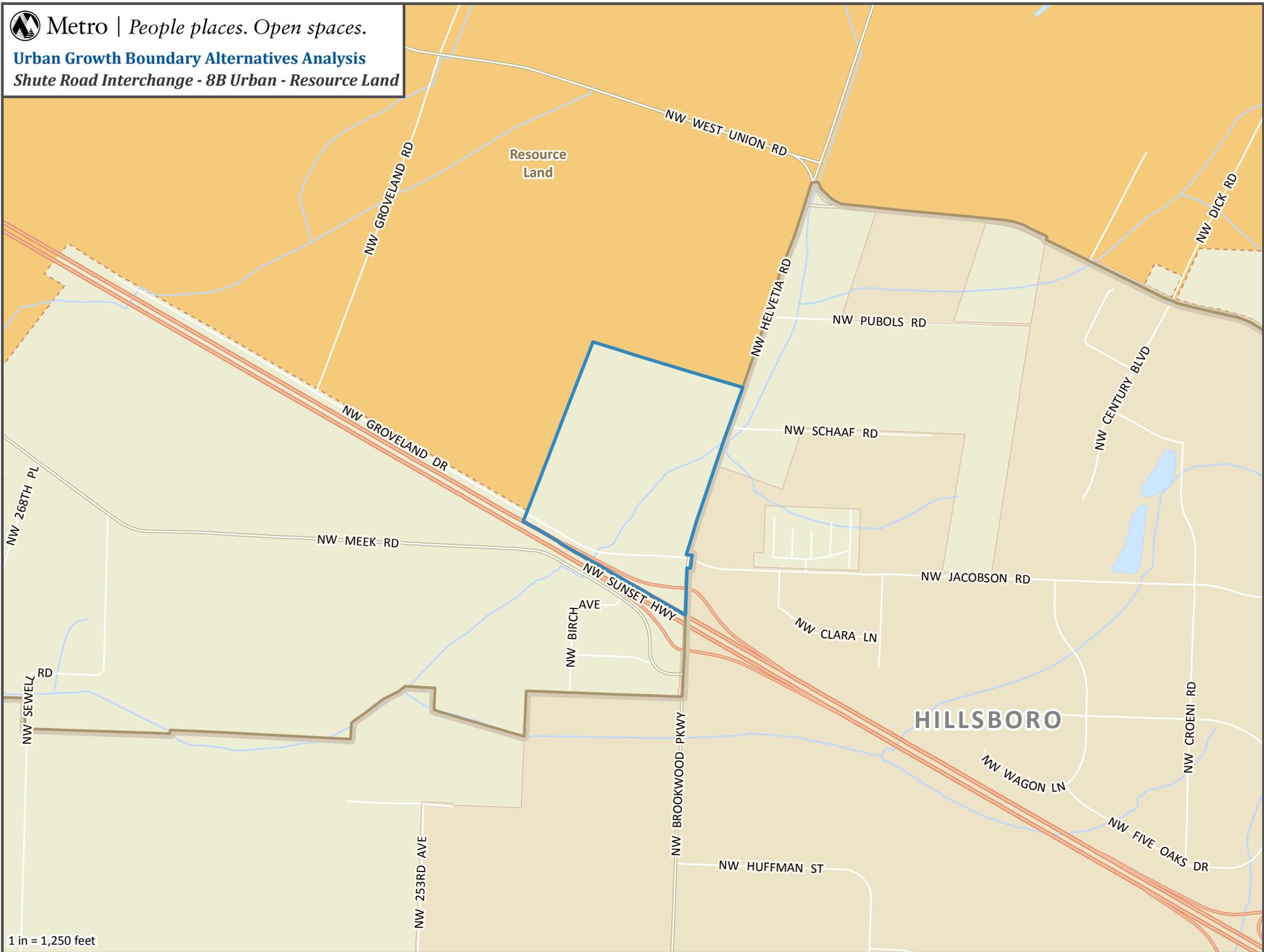
-  Conceptual collector with no existing roadway
-  Conceptual collector with existing roadway
-  Conceptual arterial with no existing roadway
-  Conceptual arterial with existing roadway

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.



Metro | People places. Open spaces.

Urban Growth Boundary Alternatives Analysis
Shute Road Interchange - 8B Urban - Resource Land



1 in = 1,250 feet

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.