

GRESHAM EAST ANALYSIS AREA (1C)

Gresham East Analysis Area		Total Acres	857
Gross Vacant Buildable Acres	688	Total Constrained Acres	169
Estimated Dwelling Unit Capacity	7,980	• Title 13 Significant Habitat	117
Estimated Employment Acres		• Public Land	62

General Description (see attached map)

The Gresham East Analysis Area is a boot-shaped rectangular area in east Multnomah County, with 857 total acres. The area is generally bounded by SE Lusted Road to the north and extends out to SE 302nd Avenue to the east. Metro’s current UGB forms the western edge, and the entire area lies north of Johnson Creek. The area is served by SE Lusted Road in the north, SE 282nd and SE 302nd Avenues running north-south and by SE Orient Drive in the southern portion of the area. It is primarily flat, with all slopes over 25% occurring in riparian areas surrounding the three drainages running through the area.

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

The analysis area contains 222 tax lots, 187 with improvements. There are two school sites within the area that contain three schools: Sam Barlow High School in the northeastern corner of the area and East Orient Elementary School and West Orient Middle School in the southeast, totaling about 62 acres. Excluding the school parcels, the median value of improvements is over \$100,000. Thirty-seven properties have improvements valued above \$250,000. The area is predominantly in agriculture use, but has some rural residential and commercial land uses primarily along SE Dodge Park and SE Orient Drive. Available data does not suggest the existence of power lines or other 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, medium suitability for water services and medium suitability for transportation connectivity. As part of Multnomah County's urban and rural reserve designation process, the City of Gresham indicated its ability and desire to provide services to this area in the long term.

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 or 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. Attachment 5 contains the breakdown for the transportation cost estimates. A map of the proposed collector and arterial transportation network is attached to this summary.

Sanitary Sewer Services - \$15,272,000

Water Distribution Services - \$3,240,000

Storm Sewer Services - \$2,858,500

Transportation - \$260,050,000

Parks - \$43,560,000

Schools - \$60,000,000 (New Elementary and Middle Schools)

ESEE Analysis

Comparative environmental, energy, economic and social consequences

Environmental

Kelly Creek bisects the area, and two other unnamed streams, north and south of Kelley Creek, flow west through the area. Kelly Creek eventually meets with Beaver Creek, as does the small tributary in the northern portion of the analysis area, ultimately flowing into the Sandy River. The second small tributary in the southern part of the area flows into Johnson Creek which travels through Portland to the Willamette River. No 100-yr floodplains are identified within the study area. There is one small wetland of approximately ¼ acre, just south of SE Orient Drive and along the Johnson

Creek tributary. The proximity of flat, developable land surrounding all three streams within the analysis area indicates potential impact from urbanization of this area. However, current agricultural development covers most of the analysis area including some headwater stages of the three creeks, thereby minimizing the additional impact future development will have on the streams and wetlands. Preservation of existing riparian and upland habitat and restoration of degraded stream edges will further protect the streams from urbanization.

Johnson Creek flows along the southern boundary of the study area, separated by a strip of rural land. The 100-yr flood plain lies just outside of the analysis area boundary, so the existing farmland and undeveloped land could provide a buffer between the creek and urban development. Attachment 6 contains a breakdown of the environmental factors.

Energy, Economic & Social

The vast majority of the parcels in this large analysis area are less than five acres in size and 84% have improvements, reflecting the numerous rural residences dispersed throughout the area, mainly along the major roadways. Of the three schools located in the analysis area, the elementary and middle schools serve the rural area while the third, Sam Barlow High School serves the urban and rural area. Urbanization may enhance the opportunity for Sam Barlow High School to become more of a community focal point, while the elementary and middle schools may be negatively impacted as they are not sized to serve an urban population. At the same time, urbanization may provide the opportunity for these two older school facilities to be enhanced. As this area is relatively developed and close to downtown Gresham, urbanization would be less of an impact on the rural way of life for the current residents compared to areas that are farther away from a center. The increased VMT from urbanization of the area would be significantly larger than current levels, although the direct access to the Gresham Regional Center, the Springwater Industrial area and the Max line may reduce the impact compared to other areas that have limited transportation connections to centers or employment areas. There are two main pockets of nursery activity, each approximately 150 acres in size. The loss of the economic impact from these agricultural uses may be considerable; however the potential economic impact of urbanization on these relatively flat lands will outweigh this loss. Approximately 10% of the land is identified as containing environmental resources, mainly in three locations along the stream corridors that traverse the area. The costs for protecting these linear resources will be small in contrast to the potential economic impact of urbanizing the larger areas in between. Overall this analysis area has medium economic, social and energy consequences from urbanization.

Avoidance of conflict with regionally significant fish and wildlife habitat

A total of 91 acres adjacent to the three streams in the area are identified as regionally significant riparian habitat, although much of that acreage is currently impacted by active agriculture or development. Regionally significant upland habitat covers an additional 26 acres, almost all of which occurs around the northern-most stream corridor and partially within the Barlow High School property. The proximity of this identified habitat to flat, easily developable land throughout the analysis area could create a conflict between future urbanization and regionally significant fish and wildlife habitat. The City of Gresham, the nearest and expected governing body, has adopted a

habitat conservation area overlay district plan that is compliant with Metro's Title 13 program, which should protect habitat and stream areas from the impacts of urbanization. Given the city's habitat protection program, the level of habitat currently impacted by agricultural activities and the overall limited amount of riparian areas surrounding Kelly Creek and the other streams within the analysis area, urbanization could occur with minimal additional impacts to 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

There are three separate locations where farm and/or forest land is contiguous to the analysis area (see attached resource land map). The first location fronts SE 302nd Avenue for approximately ½ mile and extends east and north of SE Lusted Road all the way to the Sandy River. The area is generally zoned exclusive farm use (EFU) near the analysis area and commercial forest use (CFU) the closer you get to the Sandy River. This area is a large, intact block of land that is actively being farmed, mainly with nursery and field crops but also some dispersed orchard uses. The South Fork of Beaver Creek flows in a northwesterly direction through the area and is about half mile east of 302nd Avenue. This stream corridor, which is a few hundred feet in width, provides a buffer to the agricultural activities further east and thereby makes the proposed urban uses compatible with the outlying areas. The proposed urban uses would not be compatible with the agricultural activities that occur between 302nd Avenue and the South Fork of Beaver Creek as there is no edge or buffer between the two uses. However, mitigation measures could reduce conflicts between urban uses inside the UGB and resource uses outside the UGB.

The farm and/or forest land north of the analysis area, north of SE Lusted Road, is buffered by the South Fork of Beaver Creek ravine and the rural residences along the north side of SE Lusted Road. Thus, the proposed urban uses will be separated from the agricultural activities in this area further to the north.

The second area is a small, isolated pocket (45 acres) of EFU land north of SE Stone Road in the vicinity of SE Short Road that is adjacent to the analysis area. One 14-acre parcel is currently being farmed with nursery and field crops while the remainder of the area is in rural residential use. Johnson Creek flows in an east-west direction through this resource land area, although most of the area that is actively being farmed is between Johnson Creek and the analysis area. As there is

minimal agricultural activity occurring in this pocket of EFU land and Johnson Creek provides a buffer to the remaining agricultural activities, the proposed urban uses will generally be separated from the nearby agricultural activities.

The third area is a 97-acre block of EFU land that is north and south of SE Stone Road in the vicinity of Highway 26 and is adjacent to the analysis area and the UGB. This entire area is actively being farmed with nursery crops and all but approximately 18 acres is owned by one family. Johnson Creek flows in an east-west direction through the north portion of the resource land area, on the north side of SE Stone Road. The vast majority of the agricultural activity occurs south of Johnson Creek and north of Highway 26. Since most of the agricultural activity in the EFU area is south of Johnson Creek, it will not be directly impacted by urban uses in the analysis area. Increased traffic along SE Stone Road will probably have some adverse affect, as SE Stone Road provides access to Highway 26. SE 282nd Avenue, which runs along the eastern edge of the EFU area does not provide access to Highway 26 and therefore will most likely not see as much increase in traffic from new urban uses in the analysis area. Highway 26 provides an effective edge on the southwest side of this EFU area, reducing any impacts by urbanization of the analysis area.

Overall the proposed urban uses are compatible with the nearby agricultural and forest activities occurring on farm and forest land outside the UGB with the exception of the portion of area 1 directly adjacent to 302nd Avenue as noted above.

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

The South Fork of Beaver Creek is located just north of the analysis area and provides a clear transition area between the urban reserve and adjacent rural lands. The rural residences along the north side of SE Lusted Road combined with the 100-foot drop in elevation to Beaver Creek reinforce this transition area. Johnson Creek is located just south of the analysis area. While Johnson Creek itself is not within a ravine, the stream corridor combined with a hill south of SE Stone Road do provide a clear transition area between the analysis area and adjacent rural lands to the south. There are no natural or built features to mark a transition between urban and rural lands east of SE 302nd Avenue beyond the road itself. Even assuming that 302nd Avenue becomes a collector level road in the future, the road itself will still not provide a clear transition area between future urban and rural uses. Additional buffers will need to be incorporated into the planning of the urban reserve area to provide a clear transition from urban to rural uses along this east edge.

Overall, just over half of the analysis area edge has a natural or built feature that provides a clear transition between urban and rural lands.

2040 Growth Concept

Contribution to the purposes of Centers

The Gresham Regional Center is the closest regional center to the Gresham East analysis area. It is 387 acres in size, serves all of eastern Multnomah County and is the eastern terminus of the MAX Blue Line. The regional center is linked to the analysis area by Highway 26/SE Orient Drive (3 miles) and SE Powell Valley Road/SE Lusted Road (2.6 miles). Tri-Met line 84 connects the analysis area to the regional center.

Gresham's Downtown Plan, which includes a significant portion of the regional center, is envisioned to include most significant civic and governmental functions, including public parks and the Center for the Arts. It will also include large numbers of professional sector jobs, medium- and high-density residential development and a thriving and unique entertainment, nightlife and shopping district. According to Metro's State of the Centers Report, January 2009, the Gresham Regional Center's jobs to housing ratio is higher than ideal and the total number of people per acre is low, indicating that the regional center needs to attract more housing to meet the vision in the Downtown Plan. The Gresham Regional Center is considered a strong emerging market that is ripe for infill and enhancement, based on research completed by Metro's Development Center for the TOD Strategic Plan.

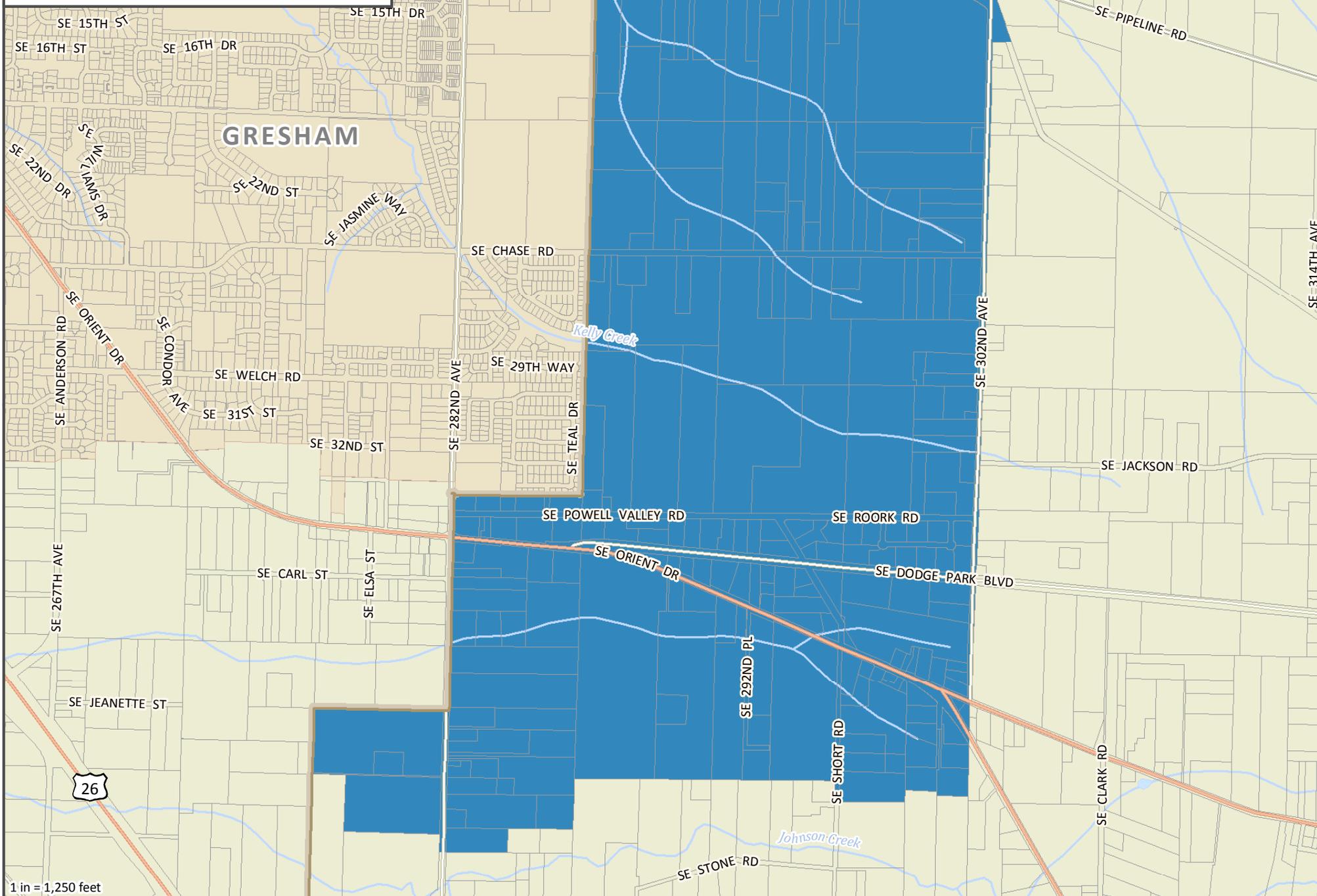
Currently the City of Gresham foresees the analysis area urbanizing with a mixture of industrial uses in the south close to Highway 26, to complement the Springwater Industrial Area and mixed use/residential complimenting the three schools in the analysis area. Urbanization of the Gresham East analysis area will not contribute to the vision or purpose of the Gresham Regional Center. While the area may provide some job opportunities for future residents of the center, the undeveloped Springwater Industrial Area is a better fit due to its proximity and more direct transportation connections. In addition, the availability of housing opportunities in the analysis area could impact the emerging market for infill and enhancement and hinder the city's desire for medium and high density residential development in the center.



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Urban Growth Boundary Alternatives Analysis

Gresham East - 1C Urban



1 in = 1,250 feet

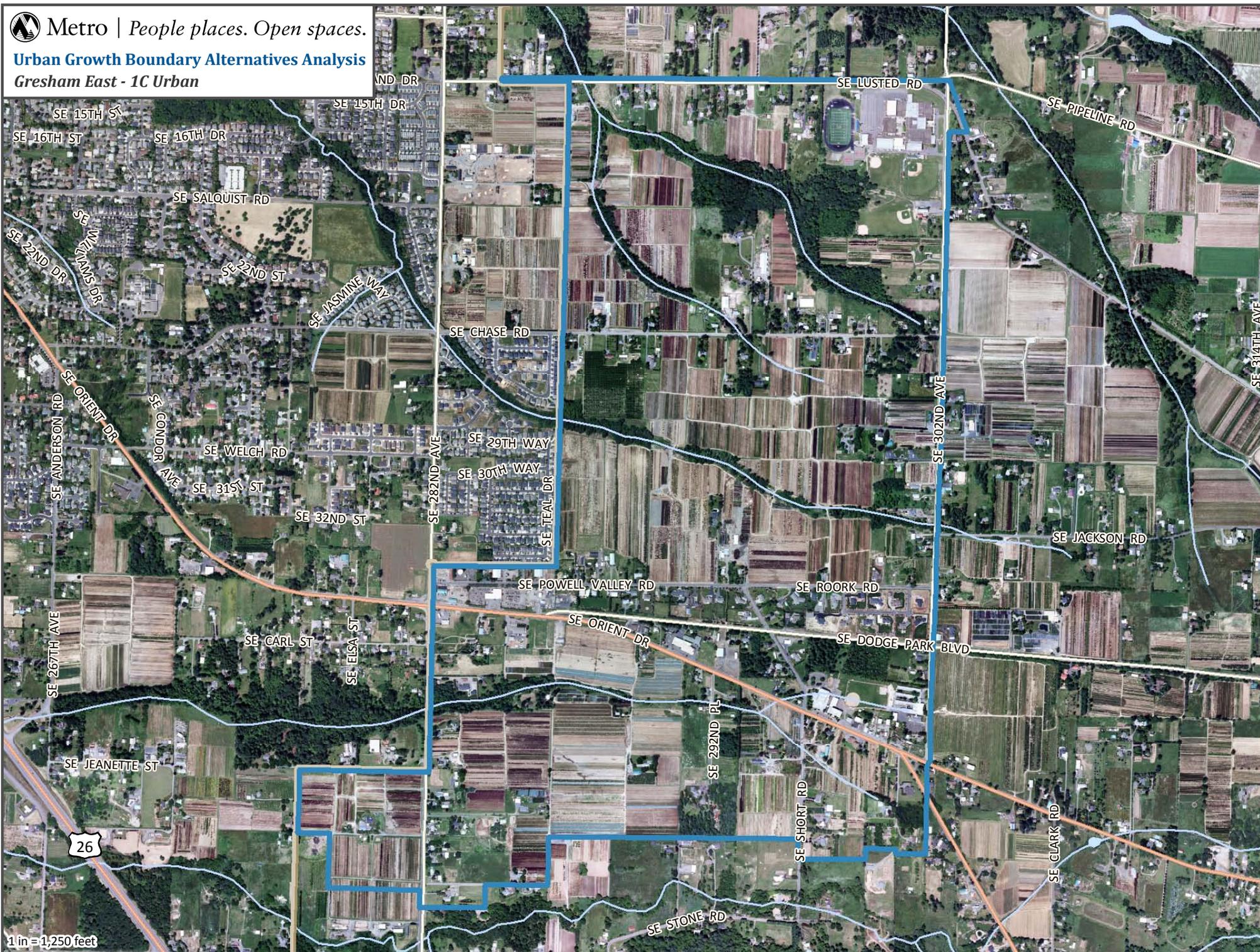
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Urban Growth Boundary Alternatives Analysis

Gresham East - 1C Urban



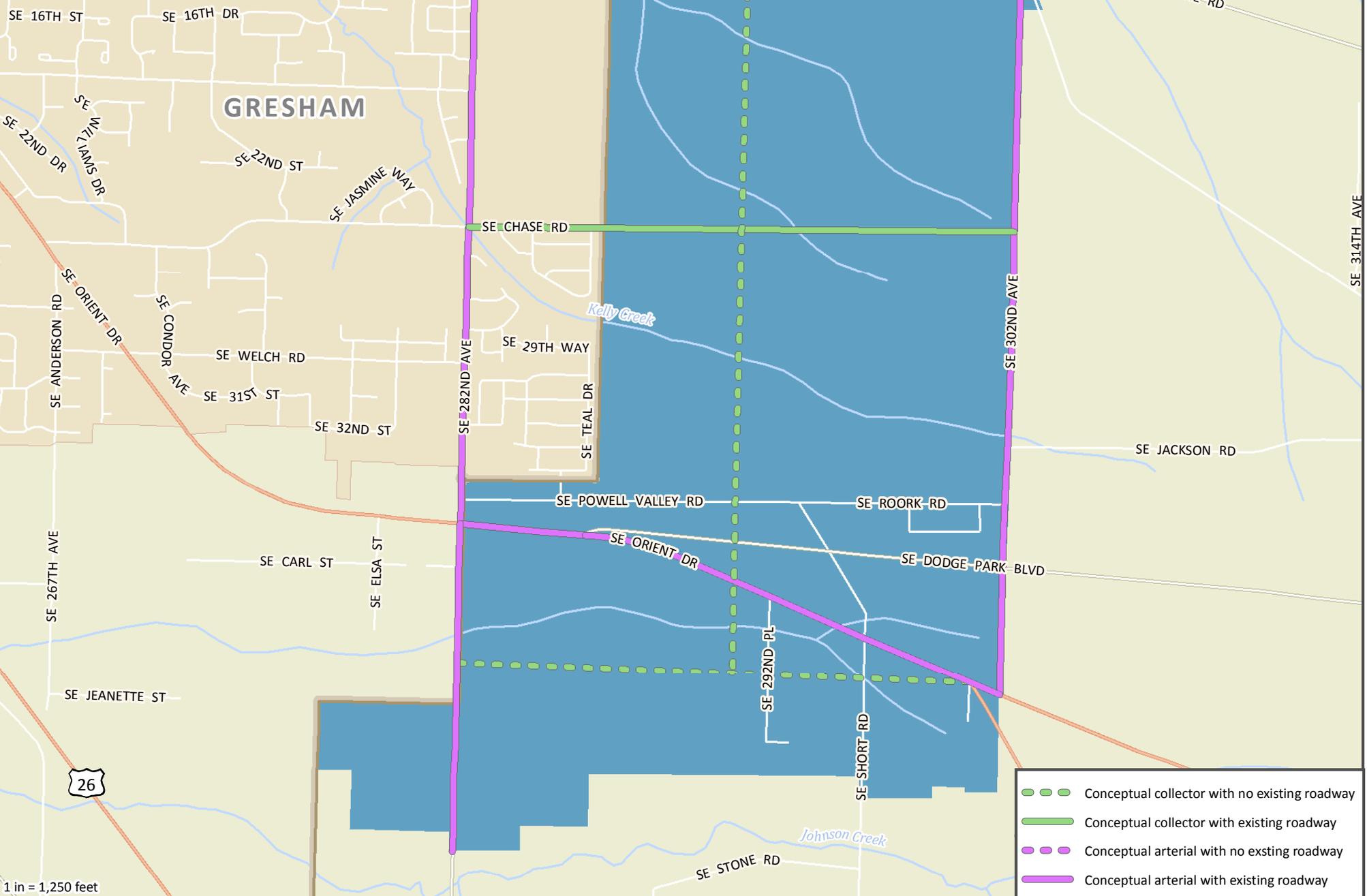
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Urban Growth Boundary Alternatives Analysis Gresham East - 1C Urban Conceptual Transportation Study



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

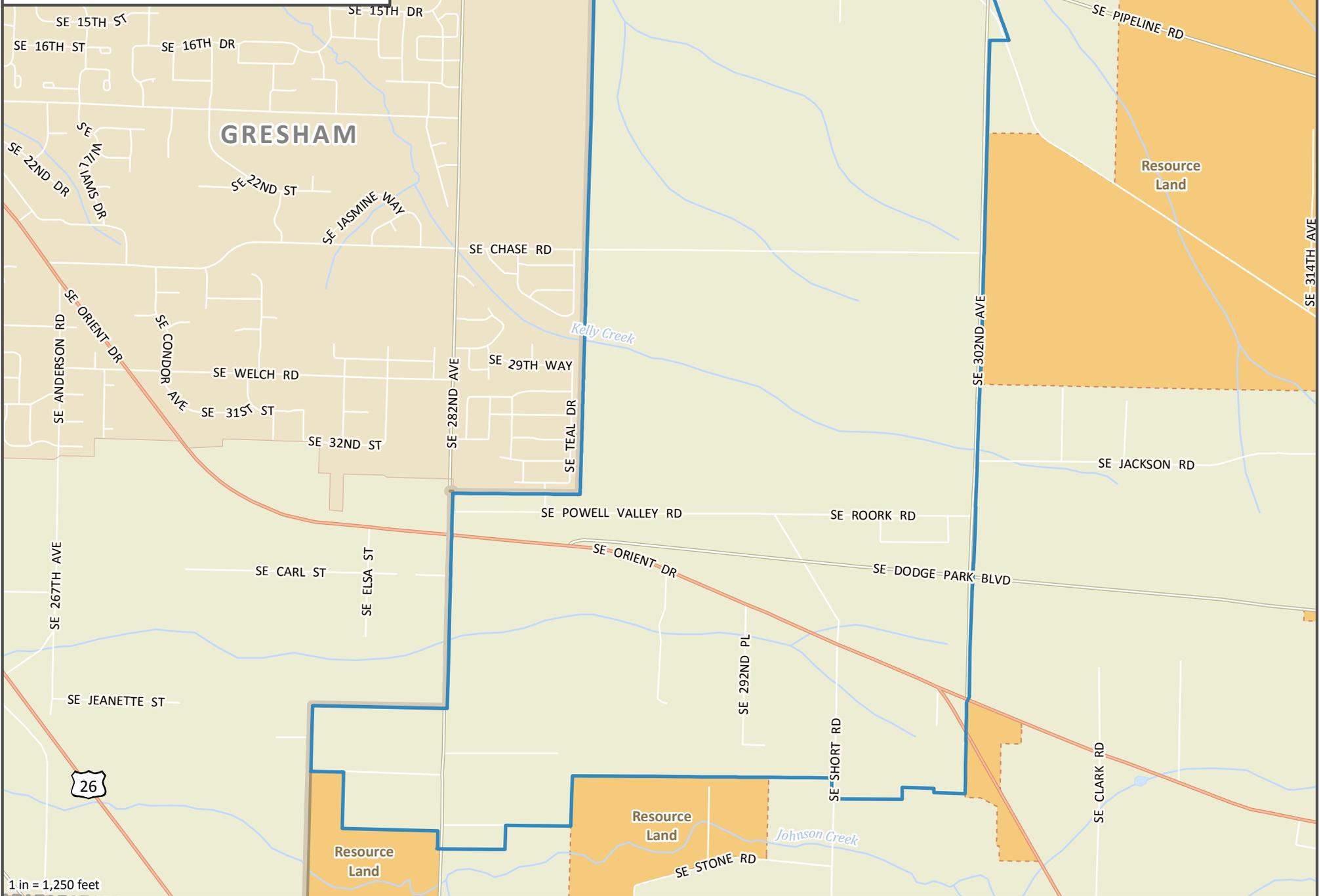
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Urban Growth Boundary Alternatives Analysis

Gresham East - 1C Urban - Resource Land



1 in = 1,250 feet

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