

## I-5 EAST ANALYSIS AREA (4E)

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<b>I-5 East (1) Analysis Area</b>		<b>Total Acres</b>	<b>848</b>
Gross Vacant Buildable Acres	558	Total Constrained Acres	290
Estimated Dwelling Unit Capacity	6,795	• Title 13 Significant Habitat	281
Estimated Employment Acres		• Public Land	0

### General Description (see attached map)

The I-5 East Analysis Area is located immediately to the north of the Elligsen Analysis Area and completely within unincorporated Washington County. The total area is 848 acres, and is bounded by I-5 to the west, I-205 to the north, the Clackamas/Washington County line and SW 65th Avenue to the east, and SW Frobase Road to the south. The area is served by primarily by SW 65th Avenue, with access to I-5 to the south via SW Elligsen Road and access to I-205 via SW Stafford Road. Travel across I-5 and I-205 from the study area is limited to SW Norwood Road and SW 65th Avenue respectively. The area contains numerous flat sections located between riparian corridors along Saum Creek and its tributaries. A map of the analysis area is attached.

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

This analysis area contains 158 total parcels. About one-third of the parcels are over five acres, and the median lot size is three acres. More than 85% of tax lots have improvements, though only 30 lots have improvement values over \$250,000. The median improvement value is \$145,580. Land use in the study area is primarily rural residential, with some agricultural uses along the southern edge and in the northeast that appear to include several lots in active crop production. The development pattern to the east of the study area is almost exclusively large-lot rural residential.

There is no evidence of power lines or other public easements, and there is no identified public land within the study area. An aerial photo of the analysis area is attached.

## **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 low suitability for transportation connectivity. The City of Tualatin's Pre-Qualifying Concept Plan, completed as part of the Washington County urban and rural reserve designation process, indicates that the city is interested in providing urban 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 system is attached to this summary.

Sanitary Sewer Services - \$15,852,000

Water Distribution Services - \$3,605,000

Storm Sewer Services - \$2,652,500

Transportation - \$124,290,000

Parks - \$70,920,000

Schools - \$20,000,000 (New Elementary School)

### **ESEE Analysis**

#### ***Comparative environmental, energy, economic and social consequences***

##### ***Environmental***

More than five miles of streams run through the area, including Saum Creek and several of its unnamed tributaries. These stream corridors and their associated steeper slopes create a divided landscape in the northern portion of the analysis area, with flatter developable land extending in between the steeper fingers of ravines. Topography across the area, other than ravines, is generally flat, with only 50 acres of land with slopes greater than 25%. Of those 50 acres, 18 lie along stream corridors. These conditions create a fractured development area in the northern half of the analysis

area, limiting the connectivity potential of future urbanization and increasing the pressure on existing environmental resources. Steeper slopes surrounding much of the riparian area could reduce the impact of urbanization; however the associated riparian and upland habitat on the flatter areas may be at risk. There are no identified parks or open space within the study area. Attachment 6 contains the breakdown of the environmental factors.

### ***Energy, Economic & Social***

This large analysis area, with 70% of the parcels less than five acres in size, is almost entirely composed of rural residences. Eighty-seven percent of the 158 parcels have improvements. The area is somewhat isolated from the urban area by I-5 and I-205, adding to the rural feel of the area. Urbanization will negatively impact the rural lifestyle for the many current residents. The minimal level of agricultural activities will reduce the potential negative economic impacts of a lost farming economy. The area contains 5.6 miles of streams, the most of any analysis area. There are 280 acres of riparian and upland habitat associated with Saum Creek, flowing north through the center of the area, and its tributaries that divide this large area into much smaller portions of developable land. The costs for protecting these large environmental resource areas will be considerable in contrast to the potential economic impact of urbanizing the developable lands in between in a well connected manner. Additional VMT will be generated through urbanization of this large sized area as the average commute distance for this area is somewhat larger than the existing average commute distance for the region. Overall this analysis area has medium economic, social and energy consequences from urbanization.

### ***Avoidance of conflict with regionally significant fish and wildlife habitat***

There are 140 acres of regionally significant riparian habitat along Saum Creek and tributary stream corridors, with five acres of wetlands scattered throughout. Overall there are 281 acres of regionally significant fish and wildlife habitat throughout the study area. A portion of this habitat is currently impacted by active agricultural production in the southern portion of the analysis area. Future urbanization poses a higher risk to the upland habitat, which occurs generally on gentler slopes. The riparian habitat is mostly confined to steeper slopes, however development along stream areas or crossings to provide connectivity could threaten the riparian habitat, mainly in the northern portion of the analysis area. The City of Tualatin, 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, which could help protect these regionally significant habitat areas and mitigate some of the impact from future urbanization. Overall, urbanization of the analysis area in a well connected manner could substantially impact the regionally significant fish and wildlife habitat that is found throughout the 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***

The UGB borders the I-5 East analysis area on the north and west. To the east is a significant segment of rural residential zoned land. A 331 acre block of resource land zoned exclusive farm use (EFU) directly borders the analysis area on the south, extending to SW Elligsen Road (see attached resource land map). The area is a mixture of forested and open parcels that contain a few rural residences, two domestic water storage tanks and field crops. The agricultural activities are concentrated near SW Elligsen Road in the south and SW Frobase Road in the north, adjacent to the analysis area. SW Frobase Road provides a southern edge to the analysis area; however the road itself would not make the proposed urban uses compatible with the adjacent agricultural activities occurring on farm land to the south. In addition, increased traffic along SW Frobase Road due to new urban uses within the analysis area may impact agricultural activities on these resource lands to the south. The proposed urban uses would not be compatible with the agricultural activities that occur on this one section of 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 that mark a clear transition between urban and rural lands. SW Frobase Road and SW 65<sup>th</sup> Avenue provide the two edges between urban and rural land. Even assuming these two roads develop as arterial roadways in the future, the roads themselves will 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 analysis area. The rural lands east of SW 65<sup>th</sup> Avenue and to the south of SW Frobase Road are included in the Norwood (4E) and Elligsen (4G/4F) urban reserve areas and may be included in the UGB in the future. Thus, any buffers that are incorporated into the planning study for the analysis area should consider the potential for making urban form connections in these locations in the future.

## 2040 Growth Concept

### *Contribution to the purposes of Centers*

The Tualatin Town Center is the nearest 2040 Growth Concept center to the I-5 East analysis area. It is approximately 325 acres in size, and primarily serves the surrounding residential and commercial areas in the City of Tualatin. The analysis area is connected to the Tualatin Town Center via SW 65<sup>th</sup> Avenue to SW Sagert Road and SW Nyberg Road (1.5 miles), although I-5 and I-205 present significant visual barriers between the two locations. There is no Tri-Met service connecting the town center and the analysis area directly, although line 76 stops at SW 65<sup>th</sup> Avenue and SW Sagert Road, just north of I-205 from the analysis area.

Tualatin's Town Center Plan, envisions a mixed use live, work and play center that integrates natural resources like the Tualatin River with civic, social, economic and cultural functions in a walkable community. According to Metro's State of the Centers Report, January 2009, the Tualatin Town Center has a lower than ideal number of people per acre and slightly below average number of dwellings per acre. The Tualatin center has an average jobs to housing ratio, but density is somewhat lower than average for both housing and businesses.

Pre-qualified concept planning by Tualatin indicates that the city foresees primarily residential development in the analysis area with a small amount of employment land and significant protection of parks and open spaces. They also envision new school sites to support the increased residential population. Urbanization of the analysis area will not support the vision or purpose of the Tualatin Town Center, as it may draw residential development away from the center by creating a large market for single family residential units. The analysis area's isolated location across both I-5 and I-205 would not contribute to the compact, pedestrian-oriented environment envisioned for the center.

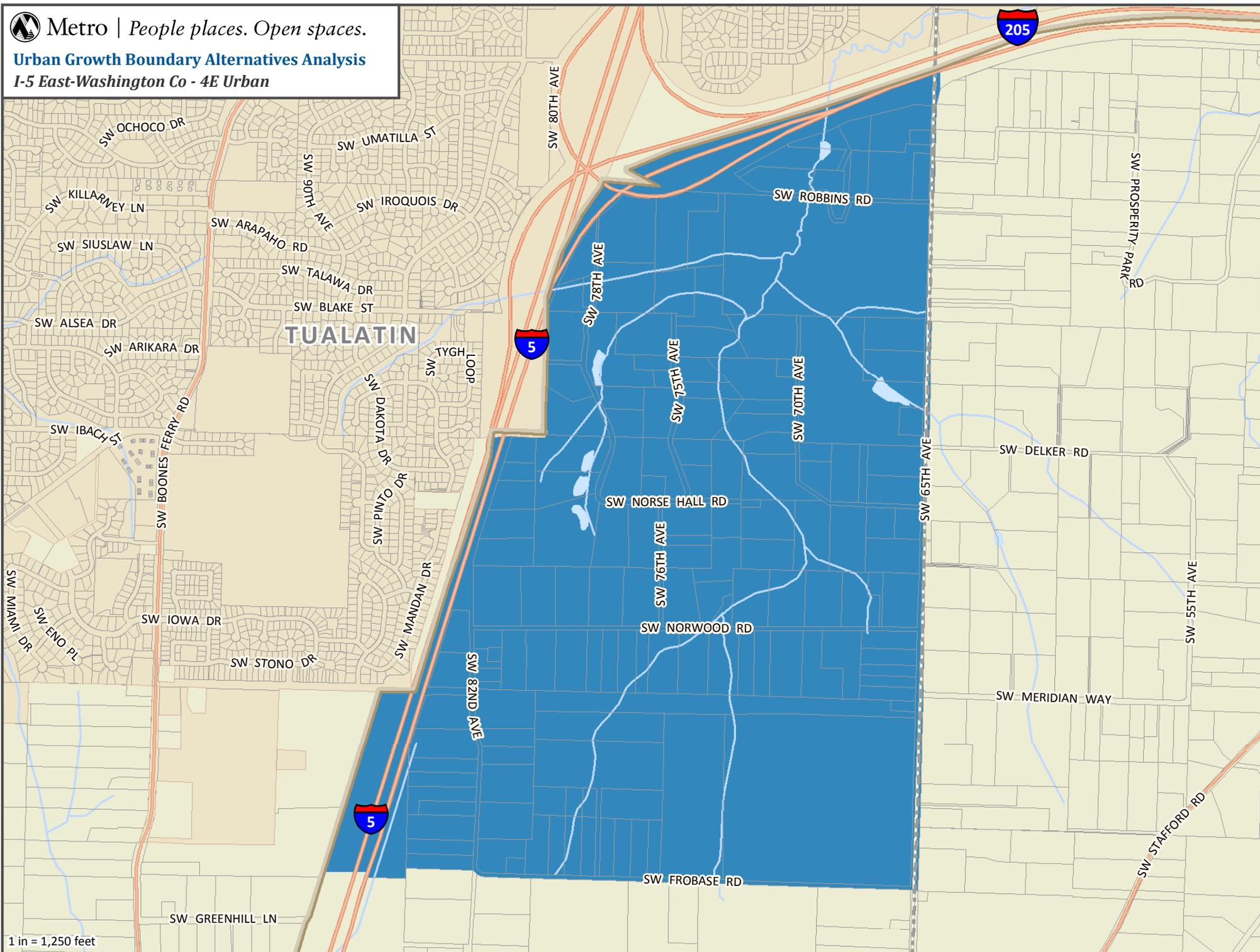
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### Urban Growth Boundary Alternatives Analysis

#### I-5 East-Washington Co - 4E Urban

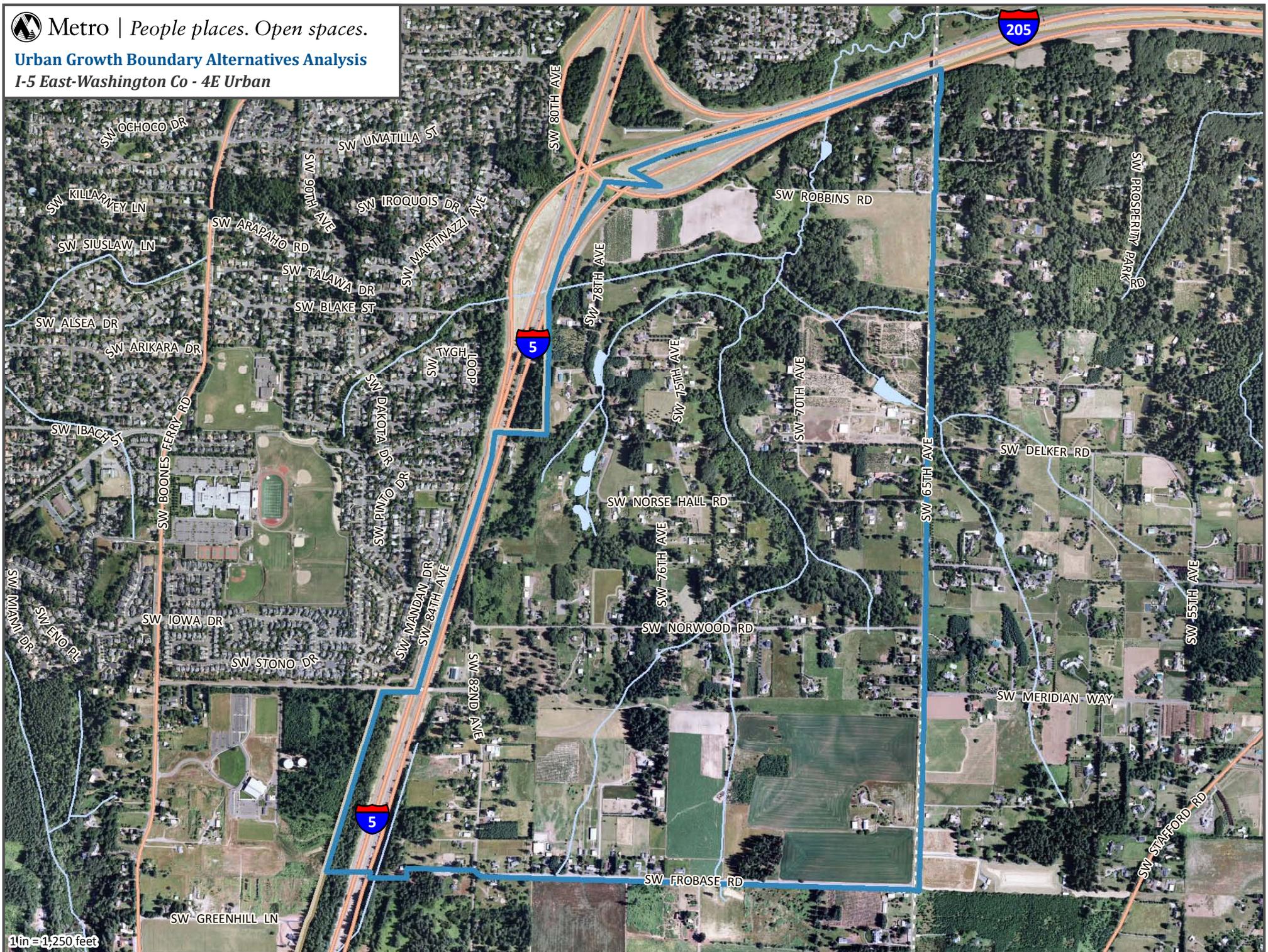


1 in = 1,250 feet

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Urban Growth Boundary Alternatives Analysis

I-5 East-Washington Co - 4E Urban



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**Urban Growth Boundary Alternatives Analysis**  
**I-5 East-Washington Co - 4E Urban - Resource Land**



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