

ELLIGSEN ANALYSIS AREA (4F/4G)

I-5 East (2 & 3) Analysis Area		Total Acres	891
Gross Vacant Buildable Acres	637	Total Constrained Acres	254
Estimated Dwelling Unit Capacity	7,578	• Title 13 Significant Habitat	203
Estimated Employment Acres		• Public Land	4

General Description (see attached map)

The Elligsen Analysis Area is located east of I-5, straddling SW Elligsen Road. It is irregular in shape and is located directly south of the I-5 East Analysis Area. It is bordered by the UGB on the west and south and SW 65th Avenue and SW Stafford Road on the east. The majority of the area is in Washington County with a small portion in Clackamas County. SW Stafford Road, SW 65th Avenue and SW Elligsen Road are the primary routes serving this area, with access to I-5 from SW Elligsen Road. The area is a mixture of farm land, rural residences and forested parcels on rolling hills with Boeckman Creek running through the southern portion.

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

This analysis area contains 67 tax lots, and a total of 891 acres. The median parcel size is five acres, and approximately half of the parcels are at least five acres in size. Improvements are present on 52 of the 67 parcels, with a median value of \$313,090. Agriculture and forest are the predominant uses in this study area, with most of the active farming occurring in the southeast and forest covering most of the west and northwest. The northeast portion of the area, along SW 65th Avenue, has a cluster of rural residential development.

This area has a power line easement that runs through the southern end and one small open space owned by the Meridian United Church of Christ Cemetery. The City of Wilsonville owns two parcels in the northwest portion of the area with a water reservoir located on one of the parcels. The analysis area is adjacent to Canyon Creek Park, maintained by the City of Wilsonville. The Pheasant Ridge Recreational Vehicle Resort has developed a large RV lot just off of SW Elligsen Road, in the west side of the analysis area, which includes a large piece of forest land to the north.

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. As part of Clackamas County's urban and rural reserve designation process, the City of Wilsonville indicated that the area represented by Urban Reserve Area 4G can be efficiently and cost-effectively provided with public facilities necessary to support urban development in the long term. The City of Wilsonville did not comment on the portion of the analysis area that is composed of Urban Reserve Area 4F.

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 - \$27,886,000

Water Distribution Services - \$12,150,000

Storm Sewer Services - \$14,064,000

Transportation - \$238,260,000

Parks - \$81,160,000

Schools - \$20,000,000

ESEE Analysis

Comparative environmental, energy, economic and social consequences

Environmental

Two tributaries marking the origin of Boeckman Creek flow together in the southeastern portion of the analysis area, and then continue on to the Willamette River south of Wilsonville. There are a couple of small wetlands associated with this stream corridor, although most of the northernmost reaches appear to be either under active agriculture activities or little more than seasonal

drainages. There are 42 acres of slopes greater than 25%, with most of these steep slopes in the forested portion of the area. Fourteen of the steep slope acres occur along the riparian corridor of Boeckman Creek. Based on this analysis, urbanization may pose some risk to environmental resources, particularly the forested land east of I-5 and the area along Boeckman Creek as it evenly divides the southern portion of the analysis area, potentially making connectivity difficult. Attachment 6 contains the breakdown of the environmental factors.

Energy, Economic & Social

This large analysis area, with 50% of the parcels less than five acres in size, is a mixture of forested parcels, some significant agricultural sections and rural residences, mainly along SW 65th Avenue, including a RV Park on SW Elligsen Road. Boeckman Creek flows south through the center of the southern portion of the area, south of SW Elligsen Road. Sixty-nine percent of the 67 parcels have improvements. Urbanization will negatively impact the rural lifestyle, mainly for the current residents along SW 65th Avenue as they are located further away from the urban area than the RV Park that is across the street from the current UGB. The loss of the economic impact from the agricultural uses may be considerable; however the potential economic impact of urbanization on these lands will outweigh this loss. Approximately 23% of the land is identified as containing riparian or upland habitat, much of which is in the northwestern portion of the analysis area. The riparian habitat associated with Boeckman Creek divides the southern portion of the area in half. The costs for protecting these large resource areas will be considerable in contrast to the potential economic impact of urbanizing the remaining developable lands 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

Regionally significant riparian habitat covers 70 acres along the stream corridors, although much of this has already been developed or is currently impacted by active agricultural use. A large concentration of upland habitat, primarily forest, covers 133 acres of land in the northwest portion of the analysis area and remains mostly undeveloped. Much of this habitat is on the relatively flat top portions of the hills land and could easily be impacted by future development. In the south half of the analysis area, Boeckman Creek contains a small amount of significant riparian habitat, although steep slopes forming a ravine around the creek would prevent development up to the stream's banks. The City of Wilsonville, the most likely governing body for this area, has adopted a habitat protection program that is in substantial compliance with Metro's Title 13 Nature in Neighborhoods regulations. As the majority of the riparian habitat is away from the flatter developable portions, combined with the expected natural resource protection programs that will be in place prior to development, future urbanization could occur with only minimal to moderate disturbance to regionally significant fish and wildlife habitat, mostly depending on the level of impact to the upland 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 Elligsen analysis area on the west and south. A 115 acre block of resource land zoned exclusive farm use (EFU) is adjacent to the analysis area on the north side of SW Frobase Road and contains three rural residences (see attached resource land map). Agricultural activities are mainly field crops with a very small amount of orchards. Increased traffic along SW Frobase Road due to new urban uses within the analysis area may impact agricultural activities on this small segment of resource land. The proposed urban uses would not be compatible with the agricultural activities that occur on this pocket of farm land to the north. However mitigation measures could reduce conflicts between the proposed urban uses and the small amount of agricultural activities occurring outside the UGB in this location.

A much larger area of farm land is adjacent to the southeast portion of the analysis area, south and east of SW Stafford Road. This area extends south and east to the Willamette River and includes extensive agricultural activities. A number of stream corridors bisect the farm land in a north/south direction. Newland Creek, the closest stream to the analysis area, provides a buffer for the farm land to the east and to a lesser extent for the farm land to the south of SW Kahle Road. There is no edge or buffer for the agricultural activities occurring near SW Homesteader Road, SW Briar Patch Lane and SW Kahle Road. SW Stafford Road provides an edge for this portion of the analysis area, but the road itself would not make the proposed urban uses compatible with the agricultural activities occurring on the farm land to the east. Increased traffic along SW Stafford Road due to new urban uses within the analysis area may also impact agricultural activities on these resource lands to the east. The proposed urban uses would not be compatible with the agricultural activities that occur between SW Stafford Road and Newland Creek riparian area. However mitigation measures could reduce conflicts between the proposed urban uses and agricultural activities occurring outside the UGB in this location.

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

The up and down change in elevation between SW 65th Avenue and SW Gage Road, east of the analysis area, provides a transition area between urban and rural lands for the portion of the analysis area that is north of SW Elligsen Road. There are no natural or built features that mark a clear transition between the analysis area and the rural lands to the north of SW Frobase Road.

Similarly, there are no natural or built features that mark a clear transition between the analysis area and the rural lands to the east of SW Stafford Road, south of SW Elligsen Road. Even assuming both SW Frobase Road and SW Stafford Road develop as arterials 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 north of SW Frobase Road are included in the I-5 East Urban Reserve 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 this location in the future.

2040 Growth Concept

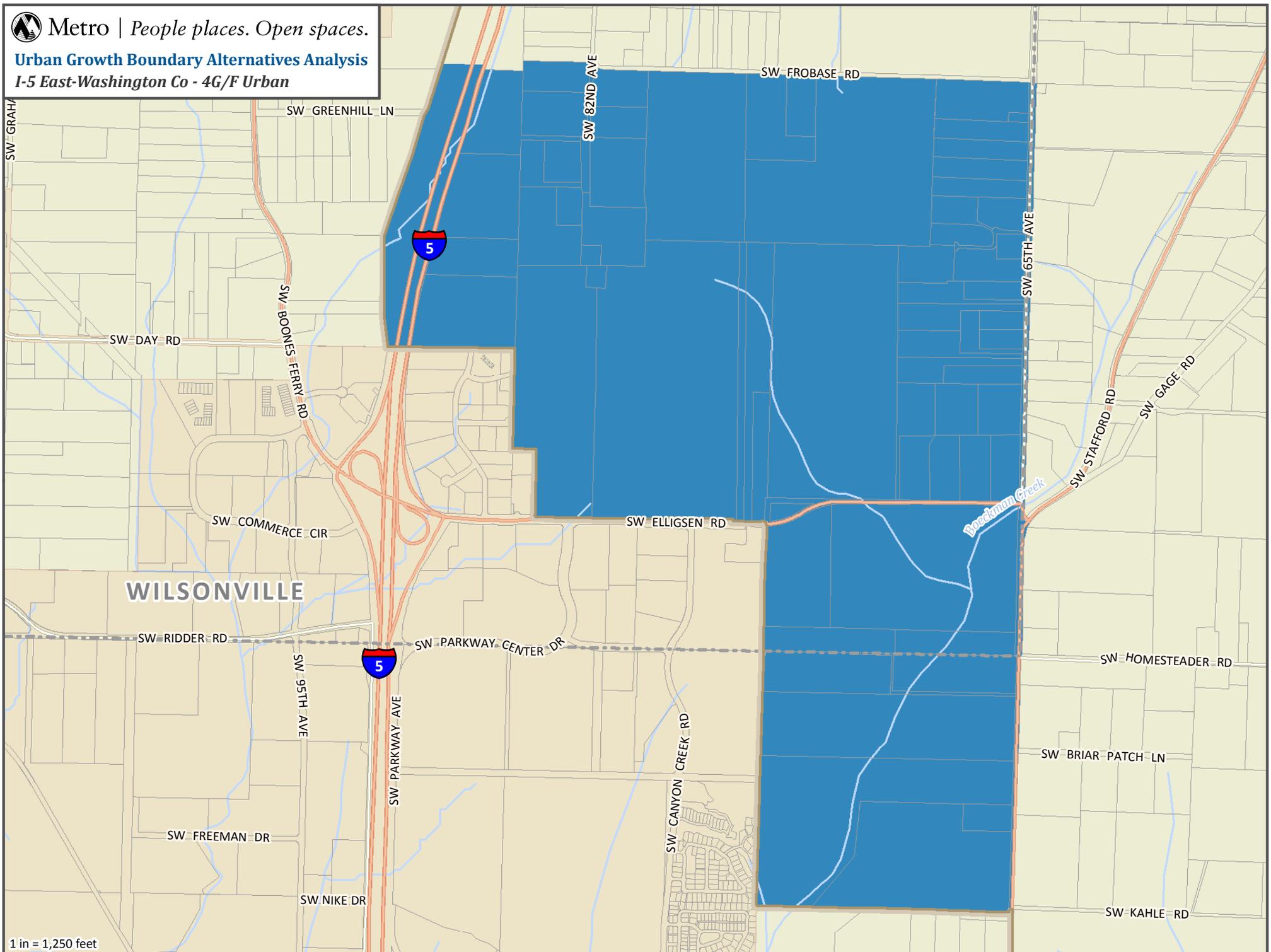
Contribution to the purposes of Centers

The Wilsonville Town Center is the nearest center, located to the south of the Elligsen 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 linked to the analysis area by SW Stafford Rd/SW Wilsonville Rd (2 miles) or by I-5 from the SW Elligsen Rd interchange (2.3 miles). No Tri-Met services currently connect the analysis area to the center. Route 6, Canyon Creek of SMART, the City of Wilsonville's bus service does provide service adjacent to a small portion of the analysis area on SW Elligsen Road.

Wilsonville's Town Center, which is east of I-5, is envisioned to be a dense, mixed used community that creates a walkable, pedestrian-oriented environment. The 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 Elligsen Analysis Area was identified by Wilsonville as a site for long-term future urbanization. The city's 20 Year Look process identified this area as a potential mixture for employment and residential use north of SW Elligsen Road and residential use south of SW Elligsen Road. The portion of the analysis area that is made up of Urban Reserve Area 4F has not been identified by a city as a location for future development. Urbanization of the analysis area will not contribute to the purpose and vision of the Wilsonville Town Center as a dense mixed-used environment due to the distance between the two areas and the potential to negatively impact residential markets for developing density within the center by providing an alternative housing market.

Urban Growth Boundary Alternatives Analysis
I-5 East-Washington Co - 4G/F Urban



1 in = 1,250 feet

Urban Growth Boundary Alternatives Analysis

I-5 East-Washington Co - 4G/F Urban



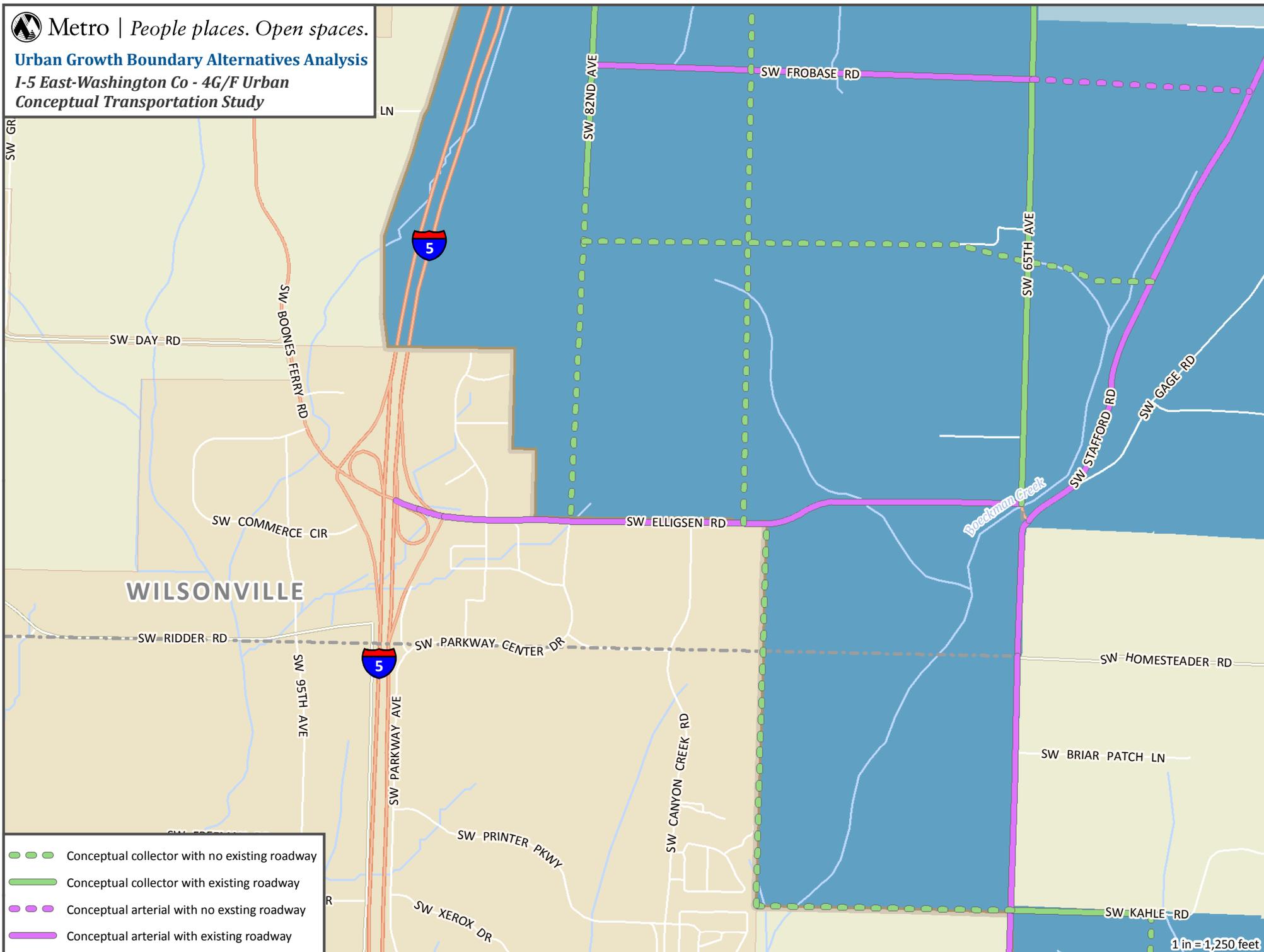
1 in = 1,250 feet



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Urban Growth Boundary Alternatives Analysis

I-5 East-Washington Co - 4G/F Urban Conceptual Transportation Study



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

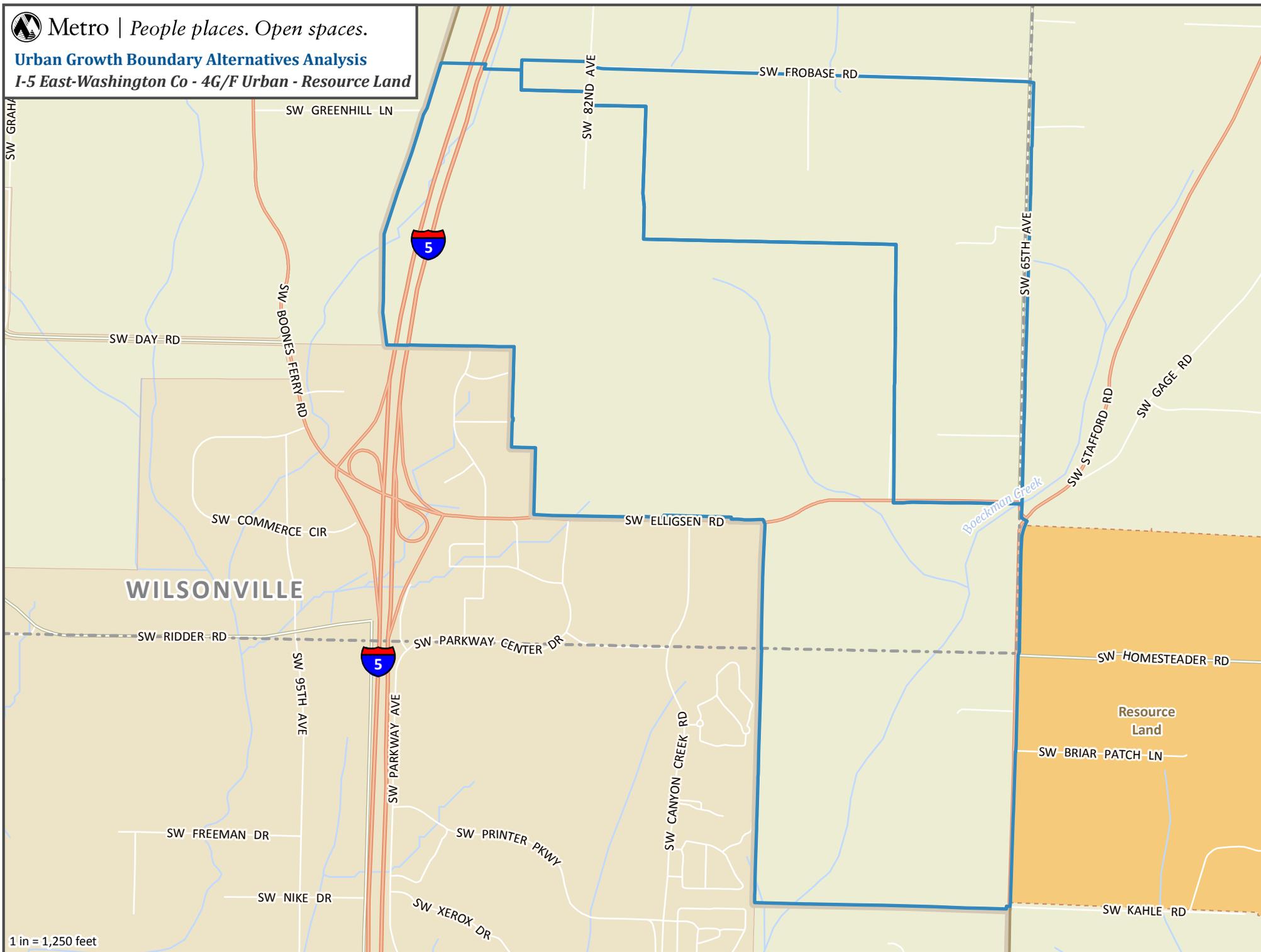
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Urban Growth Boundary Alternatives Analysis I-5 East-Washington Co - 4G/F Urban - Resource Land



1 in = 1,250 feet

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