

CORNELIUS SOUTH ANALYSIS AREA (7D)

Cornelius South Analysis Area		Total Acres	210
Gross Vacant Buildable Acres	189	Total Constrained Acres	21
Estimated Dwelling Unit Capacity	2,188	• Title 13 Significant Habitat	21
Estimated Employment Acres		• Public Land	0

General Description (see attached map)

The Cornelius South Analysis Area is a 210 acre area that lies to the southeast of Cornelius, between the city and the Tualatin River. SW 345th Avenue forms the eastern boundary, the Tualatin River floodplain the south edge, and the current UGB the west and north boundaries. The area is served primarily by Highway 8 to the north, accessed from the analysis area via SW 345th Avenue.

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

Cornelius South contains 15 parcels, eight of which are less than five acres in size. The seven parcels that are over five acres cover 185 acres and include four parcels that are only partially inside the study area boundary. Median size of all tax lots is 4.9 acres. One parcel is split by the analysis area boundary with 50 of the total 90 acres within the analysis area. Improvements have been made to eight parcels, only one of which is valued over \$250,000. The median improvement value is \$152,670. The entire study area appears to be in active agricultural use, including row crops, nursery and field crops. The development pattern is almost entirely composed of large, actively farmed parcels, with only a few small improvements or other development.

Available data does not suggest the existence of power lines or public easements through 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 and water services. This location was not analyzed

for transportation connectivity. The City of Cornelius' 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 and all major infrastructure systems are either available or can be extended to serve 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 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 network is attached to this summary.

Sanitary Sewer Services - \$9,320,000

Water Distribution Services - \$4,165,000

Storm Sewer Services - \$4,431,000

Transportation Services - \$68,350,000

Parks - \$6,800,000

Schools - \$500,000 (Increased maintenance costs, no new school needed)

ESEE Analysis

Comparative environmental, energy, economic and social consequences

Environmental

A small tributary of the Tualatin River flows south across the triangular western section of the analysis area. The Tualatin River runs just outside the southwest boundary of the area. There are 11 acres of riparian and 10 acres of upland habitat along the tributary and the southwest edge of the analysis boundary that are not currently in agricultural use. The entire southwest half of the area is considered part of the Tualatin River Natural Landscape Feature, although most of that area is currently under active cultivation. The study area is very flat, with less than one acre of slopes over 25% concentrated primarily around stream areas. Although flat topography may increase the threat development poses to the Tualatin River and its small unnamed tributary, the amount of surface hydrology within the analysis area appears to be minimal. Therefore, future urban development will have minimal impact on environmental resources. Attachment 6 contains the breakdown of the environmental factors.

Energy, Economic & Social

This small area, composed of 15 parcels is completely in agricultural production. Seven of the parcels are greater than five acres and eight of the parcels contain improvements. 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 on these generally large flat parcels will outweigh this loss. There are only 21 acres of identified habitat in the area, mainly along the southern edge near the floodplain of the Tualatin River. The costs for protecting these linear resources will be small in contrast to the potential economic impact of urbanizing the larger internal locations, as their locations easily allow for preservation away from development. Urbanization will impact the current residents of the area through the loss of the rural lifestyle, however since there are no residences that aren't associated with the adjacent agricultural activities, this impact will be less than if the area contained just rural residences on smaller lots. The Hillsboro School District owns a 41-acre parcel in the northern portion of the area. Development of this site will provide the opportunity to connect the analysis area to the existing adjacent urban neighborhood through the school site, thereby integrating the new area into the city of Cornelius and potentially its new Town Center area. Additional VMT will be generated through urbanization of this small area as the average commute distance for this area is greater than the existing average commute distance for the region. Overall this analysis area has low economic, social and energy consequences from urbanization.

Avoidance of conflict with regionally significant fish and wildlife habitat

A small amount of regionally significant riparian upland habitat lies inside the southwest edge of the analysis area, near the Tualatin River floodplain. Most of this habitat is currently being farmed. There is a larger block of regionally significant riparian habitat to the south and west of the analysis area that could be threatened by future urban development as there is no clear buffer between proposed urban uses and the habitat areas. The City of Cornelius, the expected governing body, has adopted habitat protection measures that are in compliance with Metro's Title 13 requirements as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program. Based on the level of agricultural activity already impacting the limited habitat, the linear shape of the habitat area and the expected environmental protection measures that will be in place prior to urbanization, the proposed urban uses will have a minimal additional impact on regionally significant fish and wildlife habitat that is mostly outside 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

The UGB borders the Cornelius South urban reserve analysis area on the north. Resource land zoned exclusive farm use (EFU) borders the remainder of the analysis area (see attached resource land map). This extensive block of farm land extends south and east well beyond the Tualatin River and is intensely farmed for numerous agricultural products. There is a 128-acre island of non-farm land on the west side of SW River Road in the vicinity of SW Cook Road and SW 331st & 326th Avenues. The Tualatin River and its associated floodplain directly border the analysis area on the south. This extensive floodplain provides a buffer for the agricultural activities south of the river. Therefore, the proposed urban uses would be compatible with the agricultural activities occurring on the farm land to the south of the Tualatin River.

SW 345th Avenue forms the entire eastern edge of the analysis area. East of SW 345th Avenue is an unnamed stream that flows south through open farm fields and appears to be piped for significant portions as well as controlled to create storage ponds for irrigation. Neither SW 345th Avenue nor the unnamed stream provides an edge or buffer for the farm land to the east. Increased traffic along SW 345th Avenue, SW Cook Road and SW 331st Avenue due to new urban uses within the analysis area may impact agricultural activities in this area. Therefore the proposed urban uses would not be compatible with the agricultural activities that occur in this area east of SW 345th Avenue. 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

The Tualatin River and its extensive floodplain provide a clear transition area between urban and rural lands for more than half of the analysis area. East of SW 345th Avenue there is no natural or built feature to mark a transition between urban and rural lands. Even assuming SW 345th Avenue develops as an arterial roadway in the future, the road itself 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 to provide a clear transition from urban to rural uses.

2040 Growth Concept

Contribution to the purposes of Centers

The nearest center to the Cornelius South analysis area is the Hillsboro Regional Center, located approximately two miles to the east along Highway 8. The analysis area is also linked to the regional center by TriMet's number 57 bus route. The Forest Grove Town Center is also nearby, approximately 3.5 miles to the west along Highway 8 and is also linked by TriMet's number 57 bus line.

The Cornelius South analysis area is separated from the Hillsboro Regional Center by a band of agricultural land that includes the Dairy Creek floodplain and the only transportation connection is via Highway 8. Similarly, Forest Grove's Town Center is separated not only by distance from the analysis area, but also by other urban development within the City of Cornelius. Urbanization of Cornelius South will therefore not support the continued development of either center.

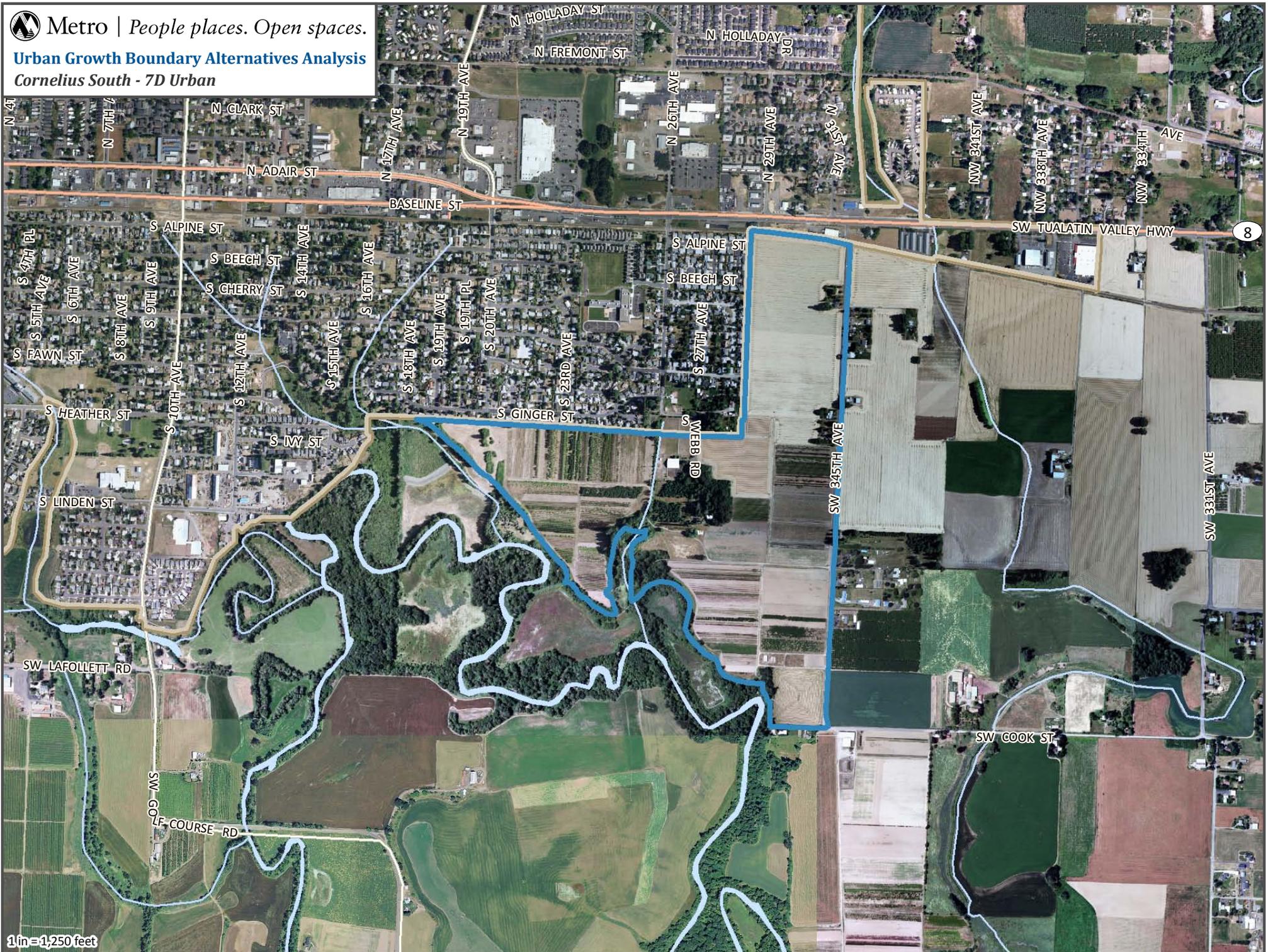
The City of Cornelius, as part of their pre-qualified concept planning for the Urban and Rural Reserves selection process, envision the creation of a new Town Center over the next 10-20 years. Due to the relatively close proximity of the analysis area (0.5 miles or less) to the center of Cornelius, there may be some opportunity to support the creation of a new center in the near future. The analysis area has potential to create good local connectors to a future town center in Cornelius, and currently has access via TriMet's route 57 bus line. Urbanization of this area may be able to support the vision and purpose of a town center in Cornelius that is compact, walkable, bikable, and has an appropriate jobs to housing balance.



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Urban Growth Boundary Alternatives Analysis

Cornelius South - 7D Urban



1 in = 1,250 feet

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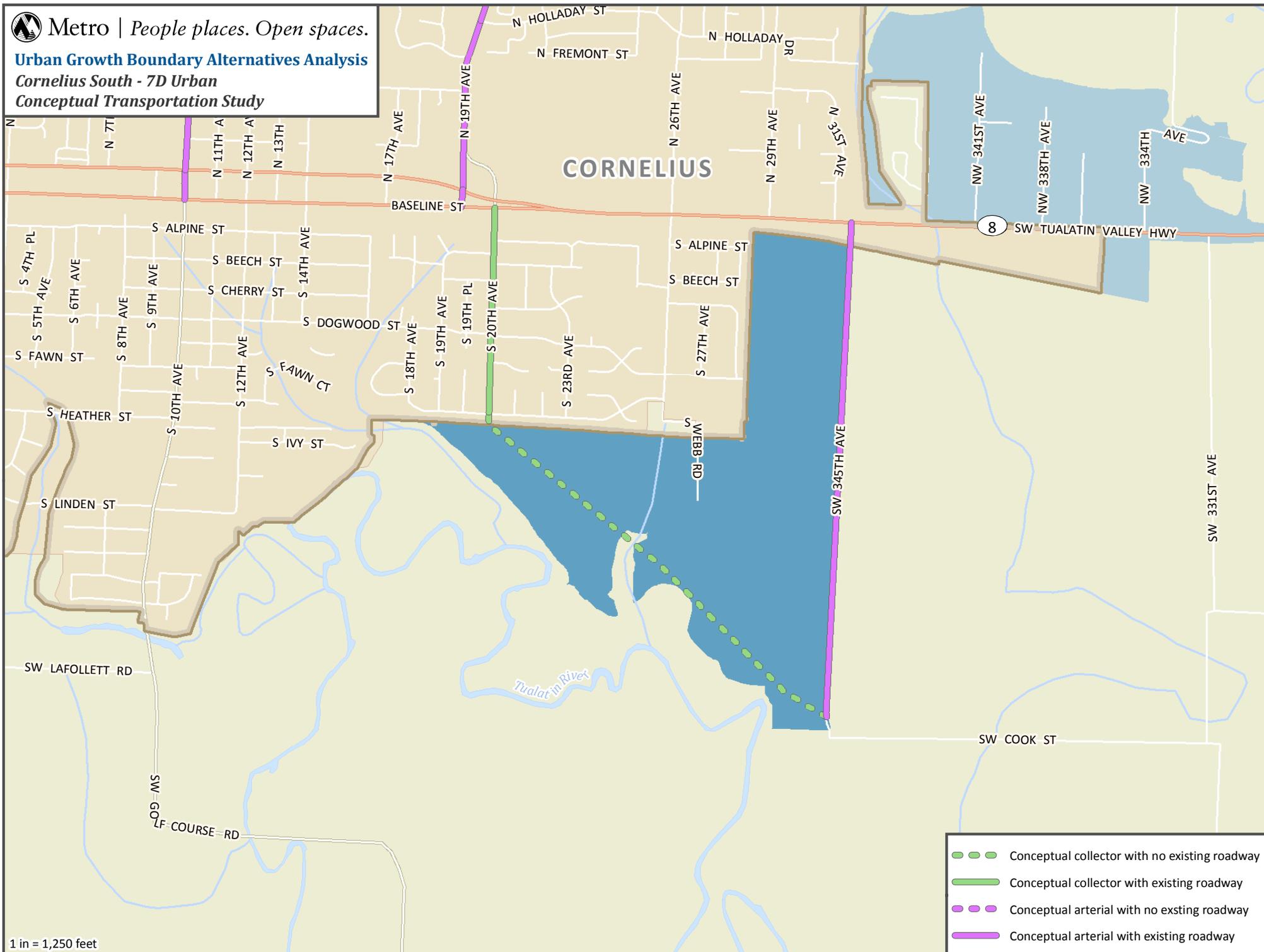


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Urban Growth Boundary Alternatives Analysis

Cornelius South - 7D Urban

Conceptual Transportation Study



1 in = 1,250 feet

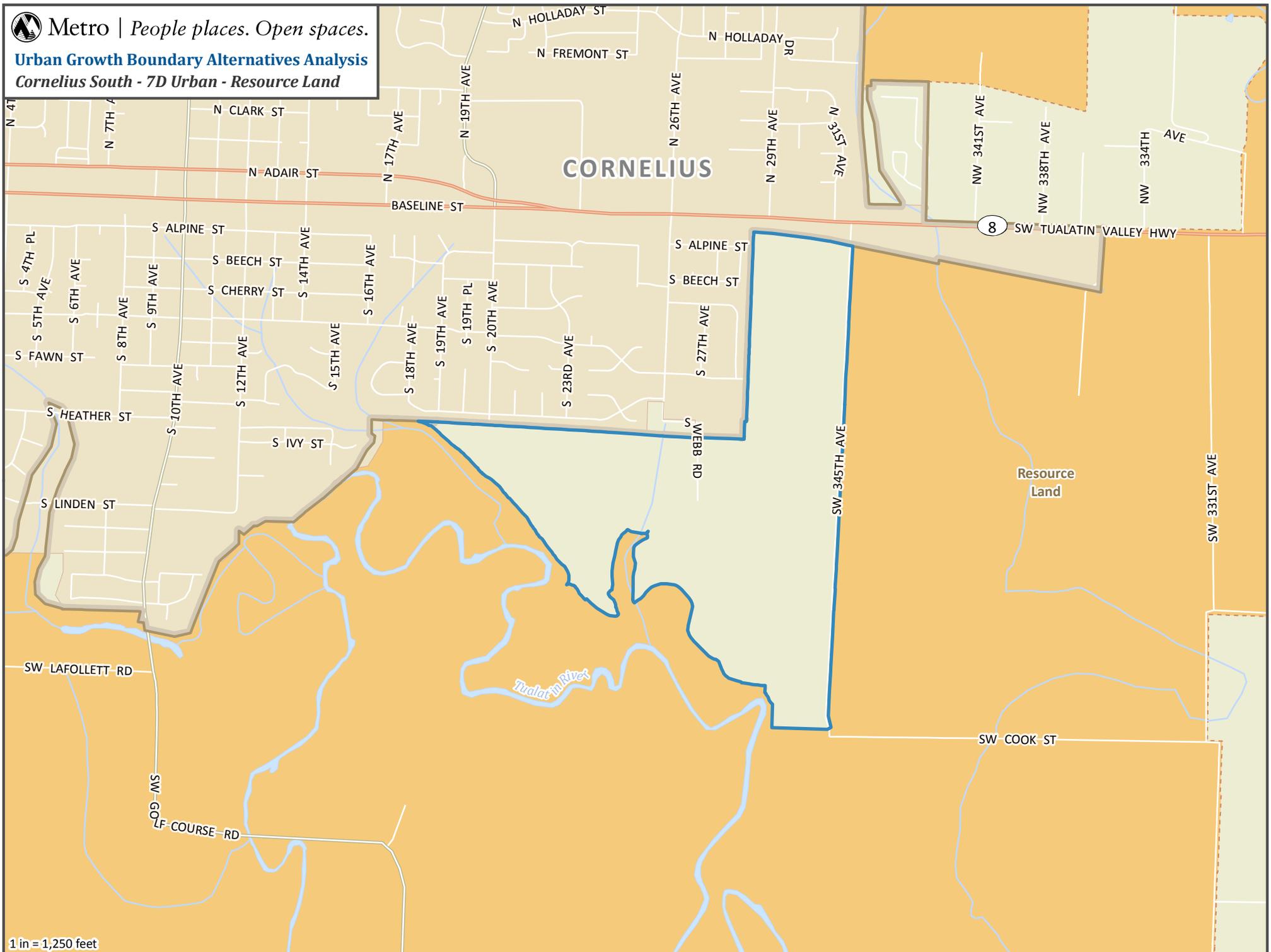
-  Conceptual collector with no existing roadway
-  Conceptual collector with existing roadway
-  Conceptual arterial with no existing roadway
-  Conceptual arterial with existing roadway

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Urban Growth Boundary Alternatives Analysis
Cornelius South - 7D Urban - Resource Land



1 in = 1,250 feet

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