

GRESHAM EAST URBAN RESERVE AREA

Total Acres	857	Parcel Acres	802
Gross Vacant Buildable Acres	564	Net Vacant Buildable Acres	428

General Description (see attached map)

The Gresham East Urban Reserve is a boot-shaped area in Multnomah County totaling 857 acres. The area is bounded by SE Lusted Road to the north, SE 302nd Avenue to the east and Johnson Creek to the south. Metro’s current UGB forms the western edge. The urban reserve 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 the riparian areas of three of the four drainages that flow west through the area.

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

The urban reserve contains 220 parcels, the vast majority of which are relatively small in size with 82% five acres or less. Only three parcels are greater than 20 acres with the largest being 50 acres owned by the East Multnomah County Soil and Water District. One hundred and seventy-seven of the parcels have improvements with a median value of \$167,260, excluding the publicly owned buildings. Fifty-two properties have improvements valued above \$250,000. 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. The area also contains a City of Gresham water pump station. The area is predominantly in agriculture use intermixed with some rural residential pockets and commercial land uses primarily along SE Dodge Park , SE Powell Valley Road and SE Orient Drive. Available data does not suggest the existence of power lines or other public easements within this urban reserve.

GOAL 14 LOCATIONAL FACTORS

Efficient accommodation of identified land needs

Four stream corridors divide this fairly large reserve area into smaller segments, some of which are mostly agricultural land and others that are mainly developed with residences and school facilities. Limited commercial or employment development may be appropriate in some areas such as in the vicinity of SE Powell Valley Road, SE Dodge Park Blvd. and SE Orient Drive, whereas more significant residential development could occur on the agricultural lands. Some of the agricultural lands could also provide employment capacity, especially those that are closer to Gresham’s

Springwater Corridor Industrial area. Thus, this area is able to efficiently accommodate residential and employment land needs.

Orderly and economic provision of public facilities and services

Sanitary Sewer Services

Capacity of existing facilities to serve areas already inside the UGB

Gresham’s waste water treatment facility, pipe network and pump stations are sized to provide services to the area inside the UGB including the Springwater area which is not yet annexed to the city.

Capacity of existing facilities to serve areas proposed for addition to the UGB

Gresham’s sanitary sewer master plan only covers full build out within the current UGB and the waste water treatment plant and pump stations have not been evaluated for their ability to serve areas outside the UGB.

Impacts to existing facilities that serve nearby areas already inside the UGB

Impacts to the existing facilities are unknown at this time as the existing facilities have not been evaluated for their ability to serve areas outside the UGB.

Sanitary Sewer Piping Costs

Sanitary sewer piping costs	Cost (in millions)
Less than 12” pipe (gravity)	\$3.26
12 – 18” pipe (gravity)	\$2.24
Force main/bore	\$1.36
Pump station	\$7.3
Total	\$14.16

Water Distribution Services

Capacity of existing facilities to serve areas already inside the UGB

The City of Portland is the primary water source for Gresham. Additionally Gresham and the Rockwood PUD jointly own and operate a well field. Recent analysis has determined that the City will need additional supply in the future and could negotiate its contract with Portland to purchase more water or develop more wells. Additional treatment facilities will be needed depending on the source and additional storage and pump capacity will be required. The pipe network conveying water is adequately sized and will be extended as needed for development to occur.

Capacity of existing facilities to serve areas proposed for addition to the UGB

Lusted Water District currently services most of the reserve area however the district does not have the capacity to serve at urban densities. Gresham also does not have existing capacity to serve the reserve area. Growth outside of the UGB will add to the need to expand or build new facilities. The reserve might be servable by the existing reservoir, but it's likely that new storage would need to be developed. Pumps would also need to be constructed to supply water to the new storage facilities. Currently the City has no plans for developing these systems.

Impacts to existing facilities that serve nearby areas already inside the UGB

Additional source, treatment, storage, pump facilities and distribution lines will need to be developed and constructed to serve the reserve area as it is higher in elevation than the existing service area.

Water Costs

Water piping/storage/pumping costs	Cost (in millions)
12" and smaller	\$6.2
18" and larger	\$3.9
Storage/pumping	\$5.4
Total	\$15.5

Storm Sewer Services

Capacity of existing facilities to serve areas already inside the UGB

There is no indication of capacity issues with existing stormwater facilities that serve the land inside the UGB.

Capacity of existing facilities to serve areas proposed for addition to the UGB

Stormwater will be conveyed, treated, and disposed of within the reserve area, therefore, it is not anticipated that existing facilities would be utilized.

Impacts to existing facilities that serve nearby areas already inside the UGB

Stormwater will be conveyed, treated, and disposed of within the reserve area; therefore, no impacts to existing facilities are anticipated.

Storm sewer conveyance and water quality/detention costs for roadways

Conveyance & water quality/detention costs	Cost (in millions)
Conveyance	\$9.2
Water quality/detention	\$9.27
Total	\$18.47

Transportation Services

Capacity of existing facilities to serve areas already inside the UGB

Roadway: All roadways in Gresham have an acceptable volume/capacity ratio (<0.9) for the 2015 pm peak. The following roadways are classified as high injury corridors for automobiles: NE/SE 257th Drive, SE Orient Drive, W/E Powell Boulevard, NE Burnside Road and SE Burnside Street. W/E Powell Boulevard and NE/SE Hogan Ave are classified as high injury corridors for bikes. W/E Powell Boulevard and NE/SE 257th Drive are classified as high injury corridors for pedestrians.

Transit: TriMet's MAX Light Rail Blue line serves Gresham with nine stops and nine TriMet bus routes also serve the city. Two of the routes are frequent bus routes. Route 84 Powell Valley/Orient Drive which provides weekday rush-hour service between Gresham Central Transit Center and SE 282nd and Orient Drive, briefly touches the urban reserve area at the intersection of SE 282nd and Orient Drive.

Bike: Gresham has a well defined bike network that consists of a variety of bike facilities including 48 miles of dedicated bike lanes and 16 miles of bikeways such as the Springwater Corridor and the Gresham to Fairview Trail.

Pedestrian: Gresham has a fairly well defined pedestrian network in its residential neighborhoods although there are a few significant pockets of post-war housing where there are no sidewalks. The city's system of multi-use paths provides additional opportunities for longer pedestrian connections throughout the city. The employment and butte areas have less of a pedestrian network.

Capacity of existing facilities to serve areas proposed for addition to the UGB

Roadway: All roadways that serve the urban reserve area have an acceptable volume/capacity ratio (<0.9) for the 2015 pm peak.

Transit: Currently TriMet Route 84 Powell Valley/Orient Drive provides weekday rush-hour service between Gresham Central Transit Center and SE 282nd and Orient Drive at the edge of the urban reserve area. There is no regular or all day service near the reserve area.

Bike: There are no bike facilities adjacent to or within the urban reserve area. SE Chase, SE 302nd Ave and SE Short Road are considered helpful connections and SE Lusted Road, SE Dodge Park Blvd

and SE Orient Drive are considered bike with caution routes. The Springwater Corridor is just under a mile away.

Pedestrian: One small residential subdivision adjacent to the reserve area has sidewalks on both sides of the street in most the development. Otherwise there are no other sidewalks or trails near the urban reserve. The Springwater Corridor is just under a mile away.

Impacts to existing facilities that serve nearby areas already inside the UGB

Roadway: Roadways that serve nearby areas inside the UGB will not be impacted by the addition of the urban reserve, apart from the improvement of adjacent facilities to urban standards.

Transit: TriMet transit service will be expanded, see below for details.

Bike: There is one dedicated bike lane on SE Powell Valley Road that may see additional use when the portion of SE Lusted Road within the urban reserve is upgraded to urban standards that provides bike facilities, however there still will be a ½ mile gap between SE Powell Valley Road and the improved SE Lusted Road.

Pedestrian: No existing pedestrian facilities will be impacted by the addition of the urban reserve area. Given the development pattern of the adjacent subdivision with sidewalks there would be no increased pedestrian movement through the subdivision.

Need for new transportation facilities and costs (see attached transportation map)

The portions of SE Lusted Road and SE 282nd Ave that border the reserve area will need to be improved to urban arterial standards. SE 282nd is considered to be a 1/2 street improvement as the property on the west side that is already within the UGB would be responsible for that portion of the roadway. SE Orient Drive would also be improved to urban arterial standards and SE Chase and SE 302nd Ave would be improved to urban collector standards.

Facility Type		
Arterials	Type	Cost (in millions)
	Existing/Improved	\$59.01
	Existing/Improved ½	\$10.97
Collectors	Type	Cost (in millions)
	Existing/Improved	\$42.88
Total		\$112.86

Provision of public transit service

TriMet evaluated the reserve area for providing transit service. TriMet could provide services to the reserve area although there is no guarantee of service. Actual service depends on the level of development in the expansion area and in the corridors leading to the reserve area. Service could be provided at 45 minute headways for weekdays peak only through a route change to Line 84 with

one additional bus at a capital cost of \$400,000 (recurs every 16 years). Annual service cost is \$208,000 and grows 2% per year.

Prior to land being included in the UGB a more detailed concept plan, consistent with the requirements of Metro's Urban Growth Management Functional Plan Title 11, will be required. This concept plan process will develop more refined public facility and service needs and cost estimates.

Comparative environmental, energy, economic and social consequences (ESEE analysis)

Environmental

There are four streams that flow west through the reserve area. In the north, two tributaries to Beaver Creek have forested riparian habitat areas along the majority of the stream corridors with some upland habitat area identified near the stream closest to Sam Barlow High School. Similarly Kelley Creek, which flows through the middle of the reserve area, is entirely within a forested riparian habitat corridor. The fourth small stream in the southern part of the reserve area flows into Johnson Creek which travels through Gresham and Portland to the Willamette River. This stream has a less riparian habitat when compared to the other three streams, flows through some agricultural lands and also appears to be piped in a few locations. No 100-yr floodplains are identified within the study area. There is one small National Wetland Inventory wetland of approximately ¼ acre, just south of SE Orient Drive along the Johnson Creek tributary. The proximity of flat, developable land adjacent to all four streams within the urban reserve area indicates potential impact from urbanization of this area, especially if a need for north south transportation connections is identified. The required protection level for streams, wetlands, and habitat areas within the UGB is higher and the presence of a significant existing riparian corridor along Kelley Creek and the northern tributaries may help reduce the potential impacts. Required restoration of degraded stream edges, including impacts due to adjacent agricultural activity, will increase the level of protection for the portion of the southern stream that flows through the active farmland. Overall urbanization of this urban reserve area will have a moderate to high impact on the stream corridors and habitat areas depending on needed transportation connections.

Energy, Economic & Social

The vast majority of the parcels in this fairly large urban reserve area are less than five acres in size and 78% have improvements, reflecting the numerous rural residences and some commercial uses focused mainly along the major roadways. It is expected that urbanization of the reserve area will result in new housing or employment uses replacing the existing rural residences or commercial uses. Of the three schools located in the urban reserve, 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 smaller school facilities to be enhanced. As this area contains a high number of residences and is 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, Highway 26 and the Max Light Rail 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 most likely outweigh this loss. There are some noteworthy existing stream buffers that traverse the area. The cost of protecting these well-established linear resources will be small in contrast to the potential economic impact of urbanizing the larger areas in between. Overall this urban reserve area has medium economic, social and energy consequences from urbanization.

Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB (see attached resource land map)

There are three locations where farm and/or forest land is contiguous to the urban reserve area (see attached resource land map). The first location is a fairly extensive block of Exclusive Farm Use (EFU) zoned land that fronts SE 302nd Avenue for 2,500 feet between SE Lusted Road to just north of SE Jackson Road. This pocket of resource land is in agricultural production with the exception of a couple of rural residences. The proposed urban uses would not be compatible with these agricultural activities as 302nd Ave does not provide an adequate buffer between the two uses and issues related to safety, liability and vandalism and complaints due to noise, odor, dust and the use of pesticides and fertilizer could still occur. Mitigation measures could help reduce conflicts between urban uses inside the UGB and agricultural uses outside the UGB.

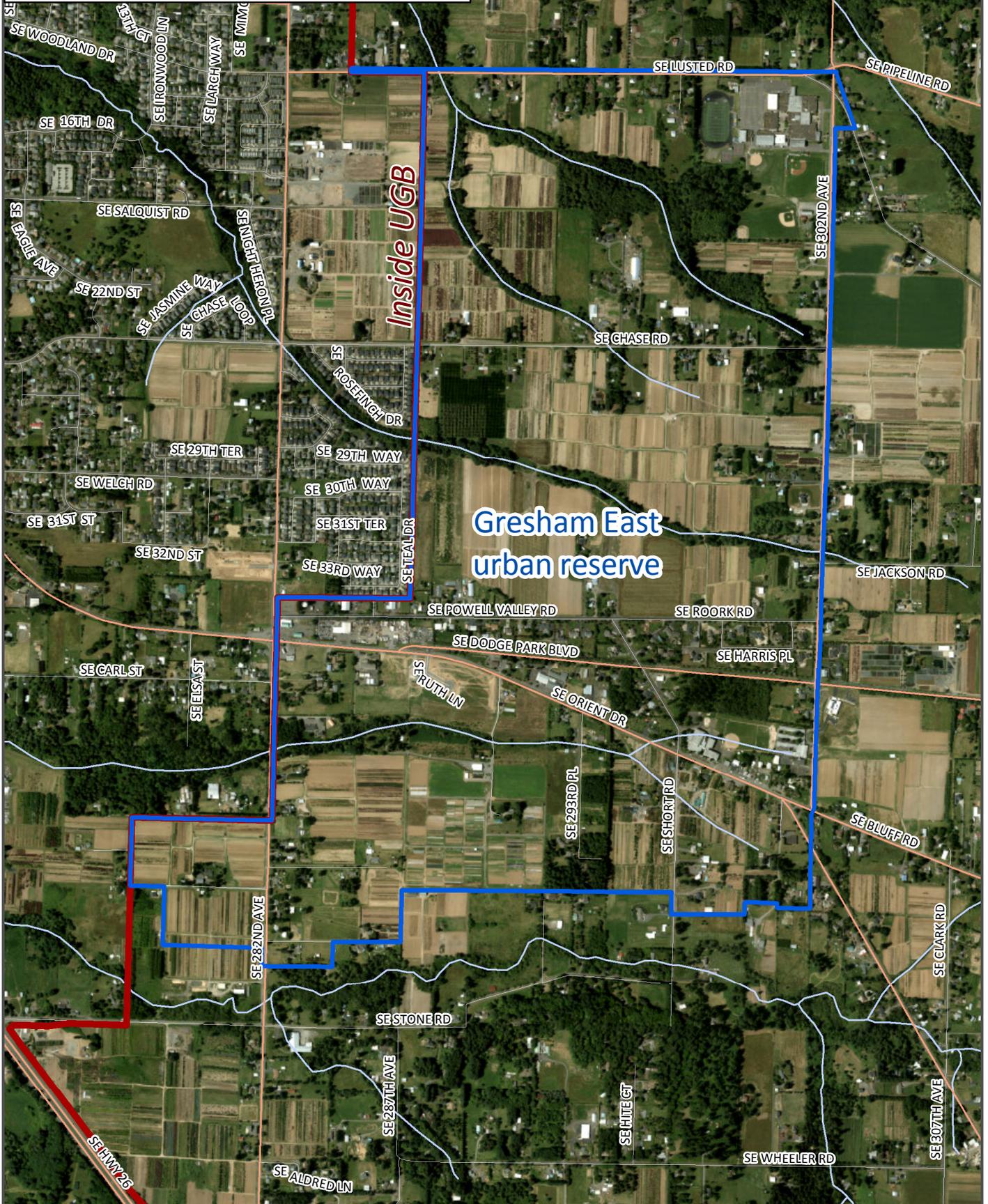
The second and third locations are EFU zoned land along Johnson Creek at the southern edge of the reserve area. There are two very small pockets (less than 10 acres each) of agricultural activities occurring on the land north of Johnson Creek. A portion of the western pocket is in the same ownership as agricultural land inside the reserve area that would be converted to urban uses once the land is added to the UGB. This small pocket may not be economically viable to continue in agricultural production. The vast majority of the agricultural activity occurs south of Johnson Creek and north of Highway 26 and will not be directly impacted by urban uses in the urban reserve area. Increased traffic along SE Stone Road will probably have some adverse affect, as SE Stone Road provides access to Highway 26. Thus the proposed urban uses are mostly compatible with the agricultural activities occurring on this farmland with the exception of the one small pocket north of Johnson Creek that will need to be buffered from the urban uses.

Overall the proposed urban uses have low compatibility with the nearby agricultural and forest activities occurring on farm and forest land outside the UGB.



Metro

Preliminary Urban Growth Boundary
Alternatives Analysis
Gresham East

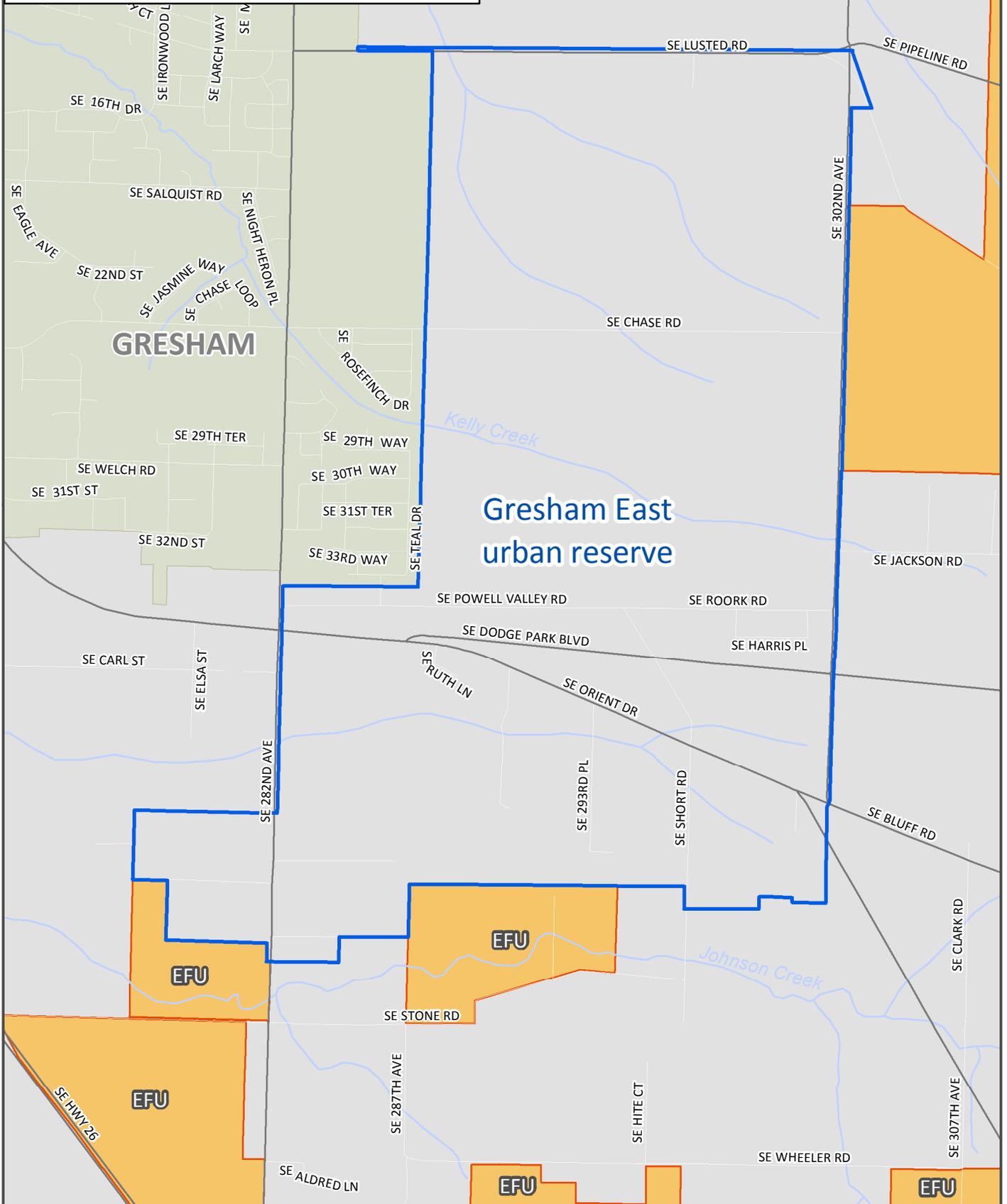


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Preliminary Urban Growth Boundary
Alternatives Analysis
Resource Land
Gresham East



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