

NORWOOD ANALYSIS AREA (4D PARTIAL)

Norwood Analysis Area		Total Acres	337
Gross Vacant Buildable Acres	286	Total Constrained Acres	51
Estimated Dwelling Unit Capacity	3,331	• Title 13 Significant Habitat	46
Estimated Employment Acres		• Public Land	0

General Description (see attached map)

The Norwood Analysis Area, a portion of the larger Norwood Urban Reserve Area, is a rectangular area that lies to the east of I-5, in the vicinity of SW Stafford Road. The area is 337 acres in size and is not adjacent to the current UGB. The Clackamas-Washington County line and SW 65th Avenue form the western boundary, with the remaining three edges defined by tax lot lines. The southern edge extends ½ mile east from the intersection of SW 65th Avenue and SW Stafford Road, then extends north for approximately one mile to form the eastern edge. SW Stafford Road bisects the area diagonally from the northeast corner to the southwest. I-5 is easily accessible via SW Elligsen Road, just over one mile to the west.

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

The analysis area contains a total of 64 tax lots, 54 of which have improvements. The median value of improvements on these lots is \$273,085, and 31 have building values over \$250,000. Parcel sizes range from 0.4 acres to 30 acres, with a median size of 4.5 acres and 31 parcels at least five acres in size. Most of the smaller parcels lie along and between SW Stafford Road and SW Gage Road. Land use within the analysis area is a mix of agriculture, forest and rural residential. Agricultural and forest uses include field crops, christmas tree farms, and nurseries. This analysis area is primarily characterized by larger lot rural residential, consistent with the surrounding development pattern to the north, east and west.

There is no evidence of power lines or other public easements, and there is no identified public land within the study 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 low suitability for transportation connectivity.

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 - \$13,170,000

Water Distribution Services - \$5,990,000

Storm Sewer Services - \$6,303,000

Transportation Services - \$80,580,000

Parks - \$35,920,000

Schools - \$15,000,000 (New Elementary School)

ESEE Analysis

Comparative environmental, energy, economic and social consequences

Environmental

There are two identified streams, Boeckman and Newland Creeks that total 1.3 miles in length, although it appears from aerial photography that the upper headwaters remain dry for much of the year. The topography of the area is predominantly flat, with less than three percent of the area having slopes greater than 25%. Given that much of the identified streams and wetlands are already impacted by rural development and the absence of significant riparian areas, future development would have minimal impact on these environmental resources within the analysis area. Attachment 6 contains a breakdown of the environmental factors.

Energy, Economic & Social

About half of the parcels in this small analysis area that is not adjacent to the current UGB are less than five acres in size and 84% have improvements, reflecting the rural residential nature of the area. There are very few agricultural activities occurring in the area. The minimal level of agricultural activity will reduce the potential negative economic impacts of a lost farming economy. Ten percent of the area has been identified as riparian habitat, mainly along Boeckman Creek that flows through the center of the area near SW Stafford Road. Due to the location of these resources in the center of the area, the costs for protecting them will be considerable in contrast to the potential economic impact of urbanizing some of the small areas in between the resources. Urbanization will negatively impact the rural lifestyle for current residents as the area contains the highest median building value and the median size of the parcels is 4.5 acres, which is representative of the many large homes on fairly sizeable sites. In addition, as this area is not directly adjacent to the UGB, additional land to the west will also need to be added to the UGB, resulting in a much larger negative impact on the rural nature of the area. Additional VMT will be generated through urbanization of this small sized area as its average commute distance is 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 34 acres of identified riparian habitat surrounding the streams in the area, and a small 0.12 acre wetland in the northwest portion of the study area. Another 12 acres of upland habitat surrounds riparian areas and extends outward in the northwest quadrant of the analysis area. However, much of the identified habitat occurs on parcels currently in active agriculture or developed as single-family residential. The consistently flat topography within the area creates some threat to existing riparian and upland habitat. It is not immediately clear who will act as the governing entity for this analysis area, although Wilsonville and Tualatin, the two nearest cities capable of serving the area, currently have adopted natural resource protection and habitat conservation policies or overlay districts that are in compliance with Metro's Title 13 Nature in Neighborhoods program. Based on these factors there may be some risk to regionally significant riparian and upland habitat, but impacts of urbanization can be mitigated through habitat conservation programs established by the governing body.

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 two locations where farm land is adjacent to the analysis area (see attached resource land map). The first area is located at the northwest corner of the analysis area and is a 446 acre block of exclusive farm use (EFU) zoned land that connects to the area at SW Frobase Road. This farm land 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. The majority of this resource land area is separated from the analysis area by topography and the rural residences along SW 65th Avenue, with the exception of the farm land near the intersection of SW Frobase Road and SW 65th Avenue. SW 65th Avenue provides a western edge to the analysis area and, in combination with the rural residences along the roadway and the change in topography, would make the proposed urban uses compatible with the adjacent agricultural activities occurring on farm land to the west. Increased traffic along SW Frobase Road due to new urban uses within the analysis area may impact agricultural activities on the resource lands fronting the roadway; however it is unlikely that there would be a great increase in traffic as SW Frobase Road does not connect to the regional system. The proposed urban uses would not be compatible with the agricultural activities that occur on the one small section of farm land north of SW Frobase Road. However mitigation measures could reduce conflicts between the proposed urban uses and agricultural activities occurring outside the UGB in this location. As noted previously, this area is not directly adjacent to the UGB, so some of the farm land that is located west of the analysis area will also be added to the UGB to connect this area to the current UGB.

The second location of farm land is south of the analysis area, extending to the Willamette River. This very large block of farm land contains numerous agricultural activities, bisected by forested stream corridors and pockets of rural residences. Newland Creek and its associated riparian corridor provides a buffer to the extensive agricultural activities occurring east of SW 45th Drive, but there is no edge or buffer for the agricultural activities occurring near SW Homesteader Road, SW Briar Patch Lane and SW Kahle Road. Increased traffic along SW Stafford Road due to new urban uses within the analysis area may impact agricultural activities on the resource lands in this area, but the majority of increased traffic would most likely head towards I-205 or I-5, bypassing this farm land. The proposed urban uses would not be compatible with the agricultural activities that occur on this pocket of farm land to the south. However mitigation measures could reduce conflicts between the proposed urban uses and agricultural activities occurring outside the UGB in this location.

There is a third area of farm land located east of SW Newland Road. This farm land area is separated from the analysis area by a significant hill that essentially isolates the agricultural activities from the analysis area, thus the proposed urban uses would be compatible with the agricultural activities occurring on farm land in this location.

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

Newland Creek provides a clear transition area for the rural lands southeast of the analysis area, however there are no natural or built features to mark the transition for the rural lands directly south of the analysis area. To the east, the change in topography that occurs between the analysis area and SW Newland Road provides a transition area between urban and rural lands. There are no natural or built features that mark a clear transition between urban and rural lands to the south or north. SW 65th Avenue provides an edge between urban and rural land to the west. Even assuming SW 65th Avenue develops as a connector in the future, the road itself will not provide a clear transition area between future urban and rural uses in this location. Additional buffers will need to be incorporated into the planning of the urban reserve analysis area for the rural lands to the north, west and south. The rural lands west of SW 65th Avenue and to the north of the analysis area are included in the 4G/4F and 4D 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 Norwood analysis area is located equidistant between the Wilsonville Town Center to the southwest and the Tualatin Town Center to the northwest. Wilsonville's center is 166 acres in size, and serves primarily the City of Wilsonville, and is linked to the analysis area by SW Stafford Road/SW Wilsonville Road (2.6 miles). No Tri-Met services connect the analysis area to this center. The City of Wilsonville's bus system, SMART, also does not connect the analysis area to the center. Tualatin's center is approximately 325 acres in size, and primarily serves the surrounding residential areas in the City of Tualatin. The analysis area is connected to Tualatin via SW 65th Avenue to SW Nyberg Road (3.2 miles). There is no Tri-Met service connecting Tualatin and the Norwood Analysis Area, although the line 96 bus stops at SW Commerce Circle, just west of I-5. Both Wilsonville and Tualatin centers can also be accessed via I-5 (3.4 and 5 miles respectively).

Tualatin's Town Center Plan envisions a mixed use live, work and play center that integrates natural resources like the Tualatin River and incorporates civic, social, economic and cultural functions in a walkable destination 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. Wilsonville's Town Center, which includes an area just east of I-5, is envisioned to be a dense, mixed used community that creates a walkable, pedestrian-oriented environment. Metro's State of the Centers Report shows a higher than average jobs to housing ratio, and fewer people and dwellings per acre than desired and needing more infill and redevelopment to boost urban densities.

Urbanization of the Norwood analysis area will not contribute to the vision or purpose of either the Wilsonville or Tualatin Town Center. In order to support either center, additional urban reserve

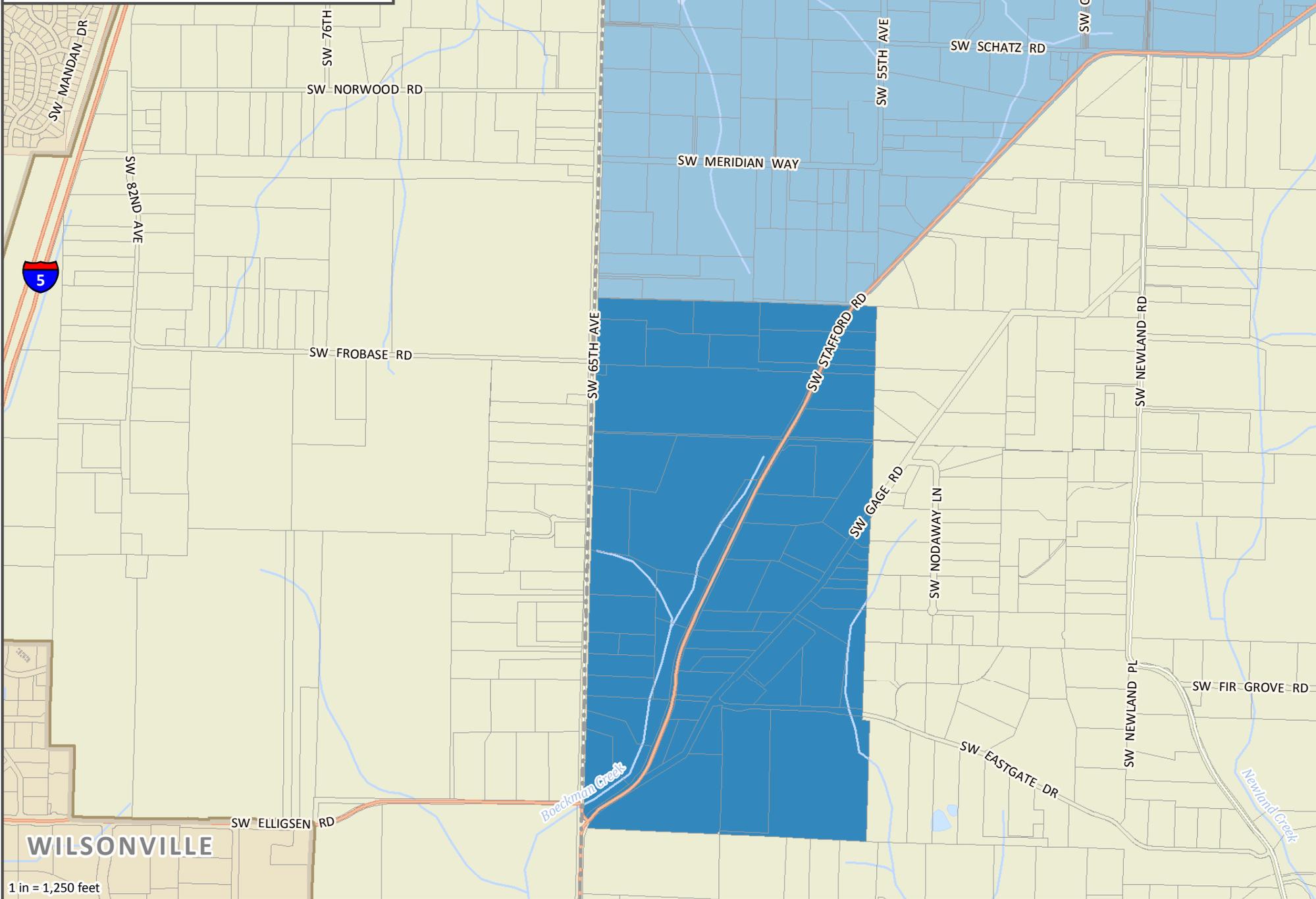
land would have to be added to create continuous urban development. In addition, the potential for housing development in the analysis area could negatively impact the desire for both town centers to create more infill development and housing to create a more balanced jobs housing ratio.



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Urban Growth Boundary Alternatives Analysis

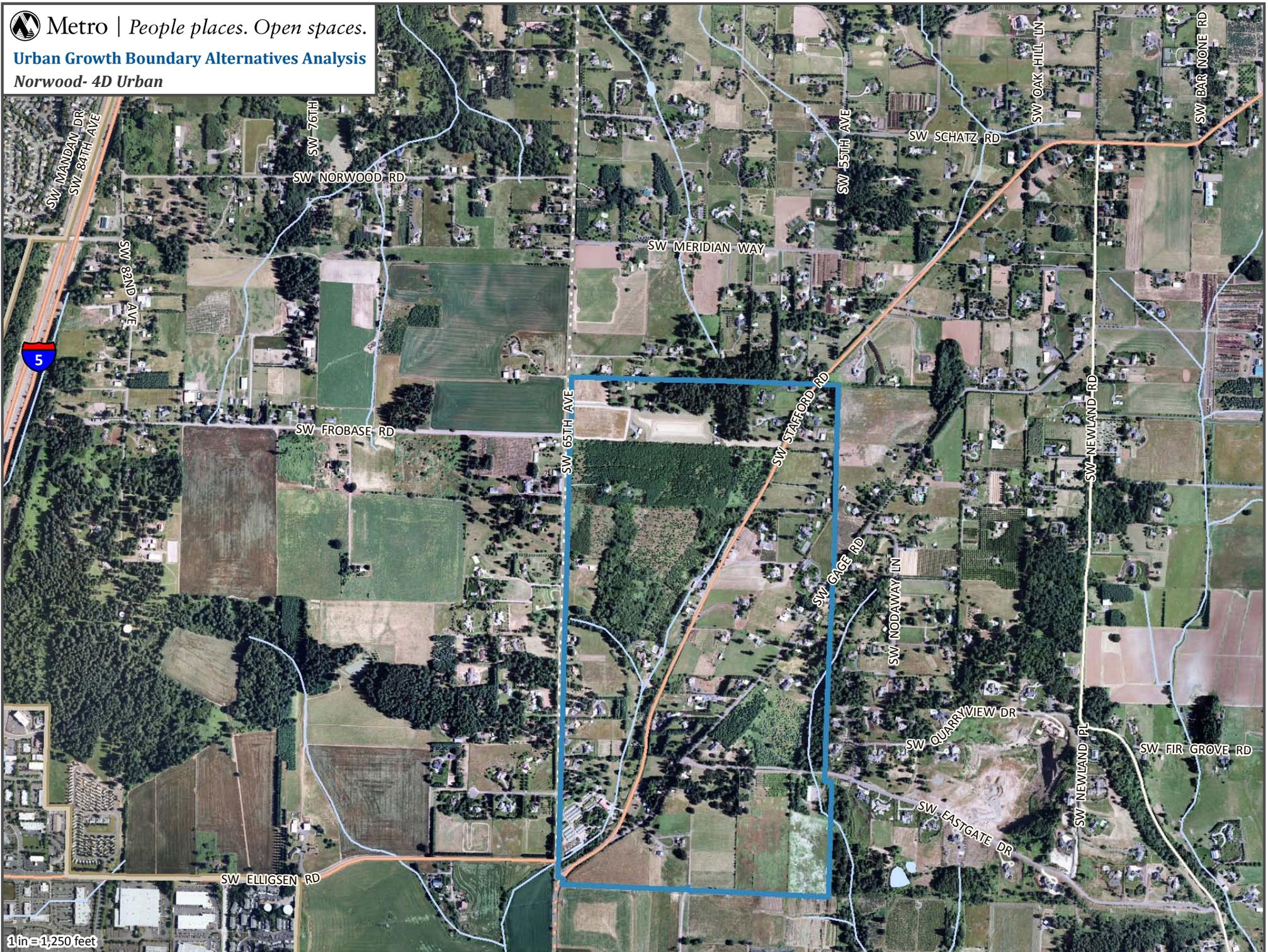
Norwood- 4D Urban



1 in = 1,250 feet

Urban Growth Boundary Alternatives Analysis

Norwood- 4D Urban



1 in = 1,250 feet

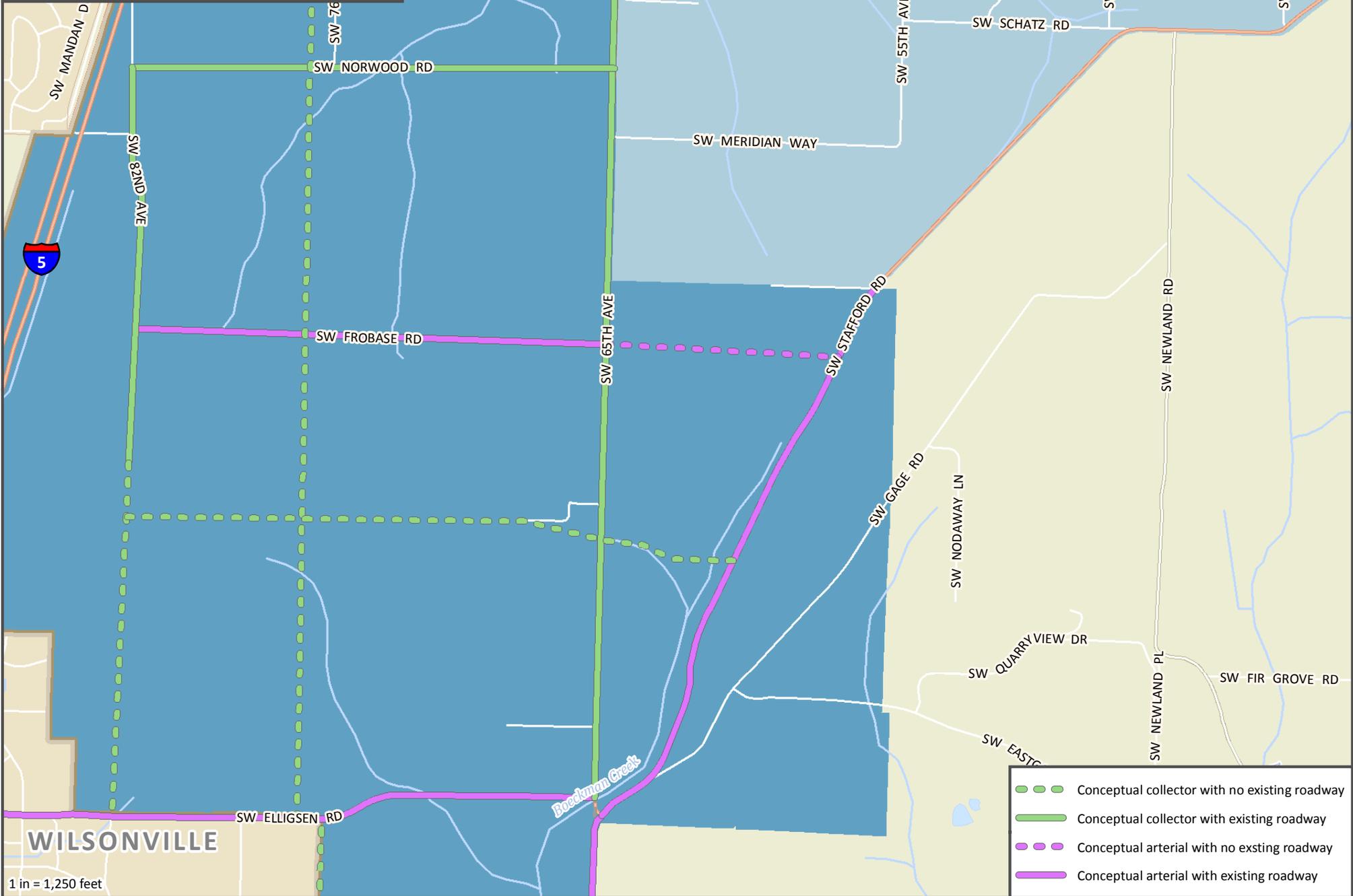


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Urban Growth Boundary Alternatives Analysis

Norwood- 4D Urban

Conceptual Transportation Study



1 in = 1,250 feet

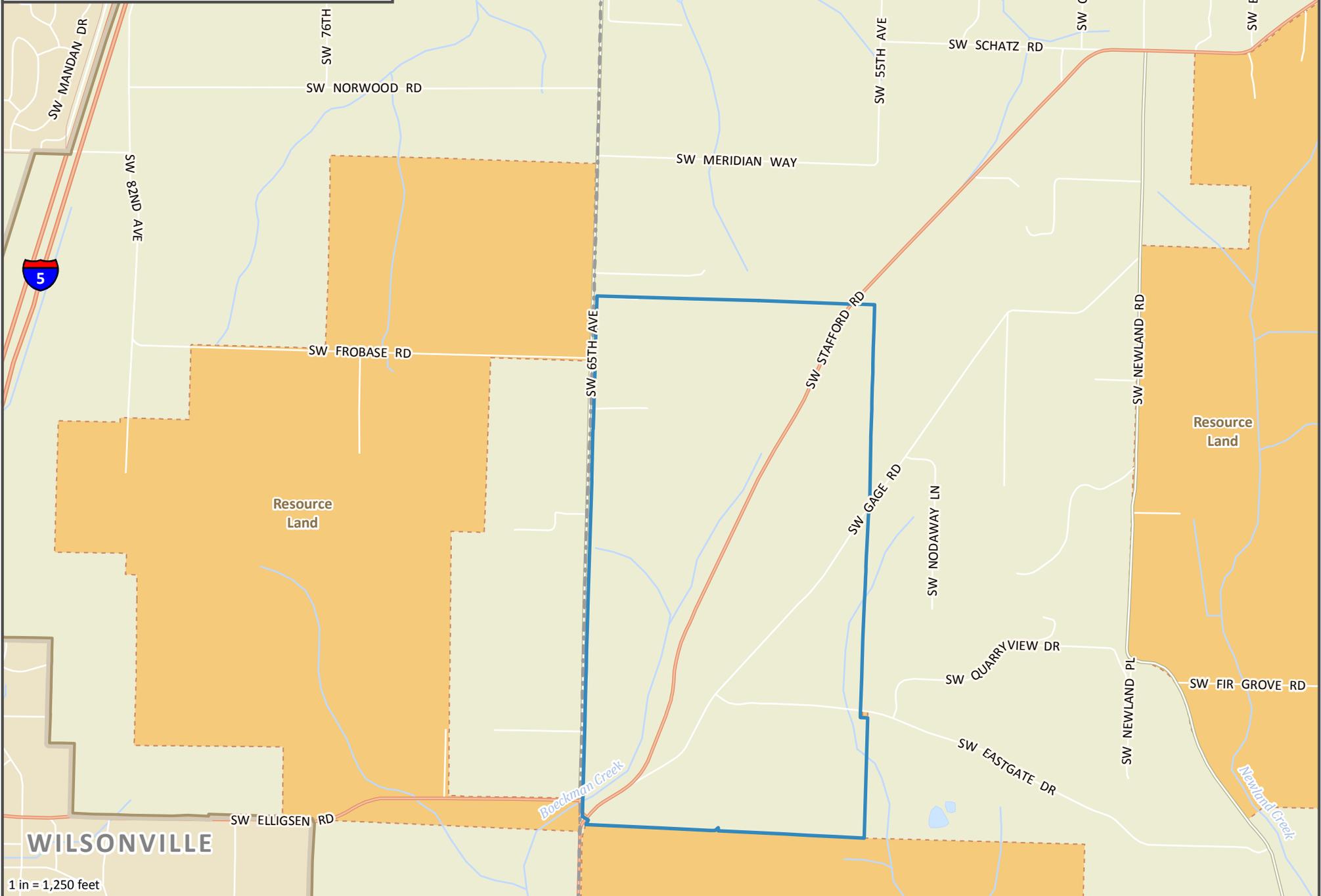
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Urban Growth Boundary Alternatives Analysis

Norwood- 4D Urban - Resource Land



1 in = 1,250 feet