

FOREST GROVE NORTH ANALYSIS AREA (7B)

Forest Grove North Analysis Area		Total Acres	216
Gross Vacant Buildable Acres	175	Total Constrained Acres	41
Estimated Dwelling Unit Capacity	0	• Title 13 Significant Habitat	39
Estimated Employment Acres	143	• Public Land	0

General Description (see attached map)

The Forest Grove North Analysis Area, a portion of the larger Forest Grove North Urban Reserve, is a small area located to the north of the current Forest Grove UGB, along Highway 47. The area extends from the UGB north to NW Purdin Road, and Highway 47 forms the eastern boundary. The Forest Grove North area contains a total of 216 acres and is generally flat. Council Creek flow south along the eastern edge near Highway 47.

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

The analysis area has only 11 parcels, the median size of which is 24 acres. Seven of the 11 parcels are greater than 20 acres, the largest being 40 acres. The remaining four lots are one acre or less. All but one parcel have improvements, with a median value of \$145,130. However, only two parcels have improvements valued over \$250,000. The entire study area appears to be in active agricultural land use, the majority of which is for cropland. There is a small cluster of rural residential, associated with surrounding farmland, on the east side along Hwy 47 which is also where all the building improvements are located.

Available data does not suggest the existence of power lines or other 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, water services and transportation connectivity. The City of Forest Grove's 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 to 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 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 network is attached to this summary.

Sanitary Sewer Services - \$2,848,000

Water Distribution Services - \$1,590,000

Storm Sewer Services - \$1,429,500

Transportation Services - \$80,150,000

The City of Forest Grove is unique in that the city is the electrical power provider through its power and light department. Forest Grove Light and Power is a Bonneville Power Administration preferred company, as they have been purchasing power from BPA since 1939. Because of this status the city is able to purchase power from BPA at a lesser rate than other power providers. Based on information provided by the city, monthly charges for a typical large industrial load provided by Forest Grove Light and Power would be approximately 37% less than what Portland General Electric would charge for the same power.

ESEE Analysis

Comparative environmental, energy, economic and social consequences

Environmental

Council Creek runs along the eastern edge of the analysis area, near Highway 47. A small tributary of Council Creek flows through the center of the area. Along Council Creek there is a small 4 acre wetland and 36 acres of 100-year flood plain, some of which are currently under cropland cultivation. There are no steep slopes, and overall topography is very flat. Based on the current level of disturbance surrounding the two streams, the location of Council Creek near the edge of the analysis area and development limitations due to the 100-year flood plain, future urban development will not additionally impact these stream corridors beyond the current impact from the agricultural uses. Attachment 6 contains the breakdown of the environmental factors.

Energy, Economic & Social

This small area, composed of 11 parcels is completely in agricultural production. Seven of the 11 parcels are greater than 20 acres, the largest being 38 acres. 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 for industrial use on these large flat parcels will outweigh this loss. There are 39 acres of identified habitat in the area along Council Creek and a tributary. The costs for protecting these linear resources will be small in contrast to the potential economic impact of urbanizing the larger areas outside the stream corridors. 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. Overall this analysis area has low economic, social and energy consequences from urbanization.

Avoidance of conflict with regionally significant fish and wildlife habitat

Regionally significant riparian habitat along the stream corridors totals 39 acres, and represents the only fish and wildlife habitat within the analysis area. Much of the habitat area is currently impacted by agricultural activities and limited habitat currently exists surrounding the streams. The City of Forest Grove, 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. Given the level of agricultural activity, the protection measures that will be in place prior to urbanization and limitations of the flood plain on development, future urbanization in this area will not impact regionally significant fish and wildlife 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 Forest Grove North analysis area on the south. Resource land zoned exclusive farm use (EFU) directly borders the analysis area on the west, north and east (see attached resource land map). This extensive block of farm land extends for miles to the north and east and is intensely farmed for numerous agricultural products. To the west, the farm land extends approximately $\frac{3}{4}$ of a mile to the UGB along NW Thatcher Road. There are two islands of non-farm

land east of the analysis area centered on NW Verboort Road that are 15 acres and 49 acres in size and represent the community of Verboort. West of the analysis area there are two unnamed tributaries to Council Creek that flows east then through open farm fields and appear to be piped for some portions, but they do not act as an edge or buffer for the analysis area. Council Creek flows south through open farm fields paralleling Highway 47. It is possible that in some locations Council Creek in combination with the Highway 47 right-of-way could provide a buffer for the agricultural activities occurring east of the highway. NW Purdin Road provides a northern 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. Increased traffic along NW Purdin Road due to new urban uses within the analysis area may impact agricultural activities on the resource land to the north. As there are no identifiable edges or buffers between the analysis area and the extensive farm lands to the north, the limited farm lands to the west and to a lesser degree to the east, the proposed urban uses would not be compatible with the agricultural activities that occur on 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 to mark a clear transition between urban and rural lands, with the exception of some potential areas along Highway 47 where Council Creek flows close to the roadway. Even assuming NW Purdin Road 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. The rural lands west to NW Thatcher Road are part of the larger Forest Grove North urban reserve area and may be included in the UGB in the future. Thus, any buffers that are incorporated into the planning study for this 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 Forest Grove Town Center is the closest center to the Forest Grove North analysis area. It is a smaller center, at only 56 acres in size, and serves as a cultural and commercial center for the city of Forest Grove. The town center is linked to the analysis area by Highway 47 and NW Sunset Drive (1.2 miles). There is currently no Tri-Met service connecting the analysis area to the town center, although the center is served by Tri-Met line 57 along Highway 8.

Over time Forest Grove has been undergoing a change away from being a complete community and toward becoming a bedroom community, due in part to increasing residential development trends. A component of the city's visioning process is to retain the vitality of the historic town center and surrounding neighborhoods through appropriate densities and development patterns and providing job opportunities close to homes. Metro's State of the Centers Report, January 2009,

indicates that the town center has the highest median household size reflecting the Pacific University student population and high businesses per acre and jobs to housing ratios.

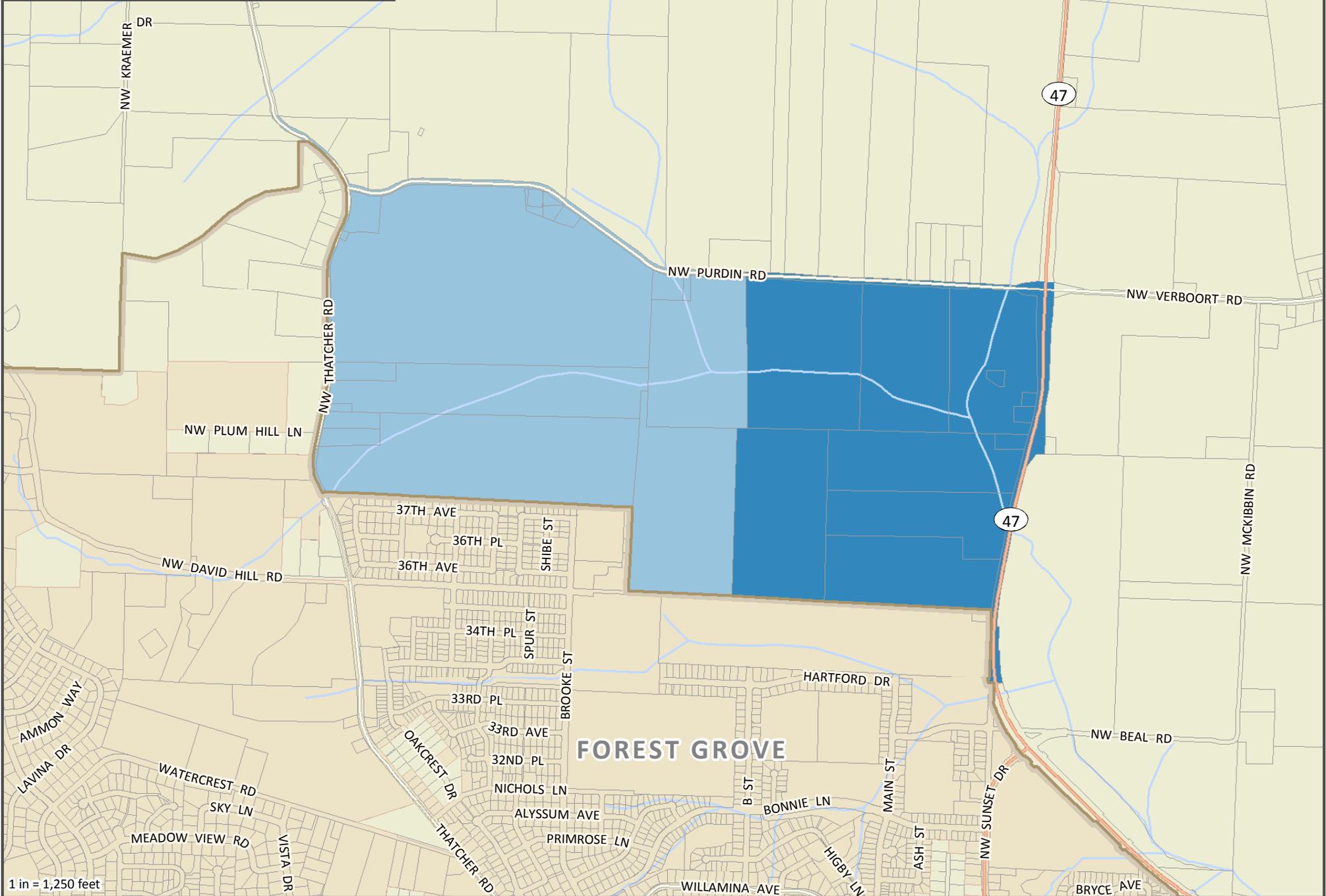
The City of Forest Grove currently envisions industrial development occurring within the analysis area. Urbanization of the Forest Grove North analysis area is unlikely to support the vision and purpose of the Forest Grove Town Center. Focusing on infill and redevelopment of underutilized land in other parts of the city may better support the continued success of the town center. However, additional employment opportunities in the analysis area would promote the city's other goals of job opportunities close to local residents and meeting industry needs.



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Urban Growth Boundary Alternatives Analysis

Forest Grove North - 7B Urban



1 in = 1,250 feet

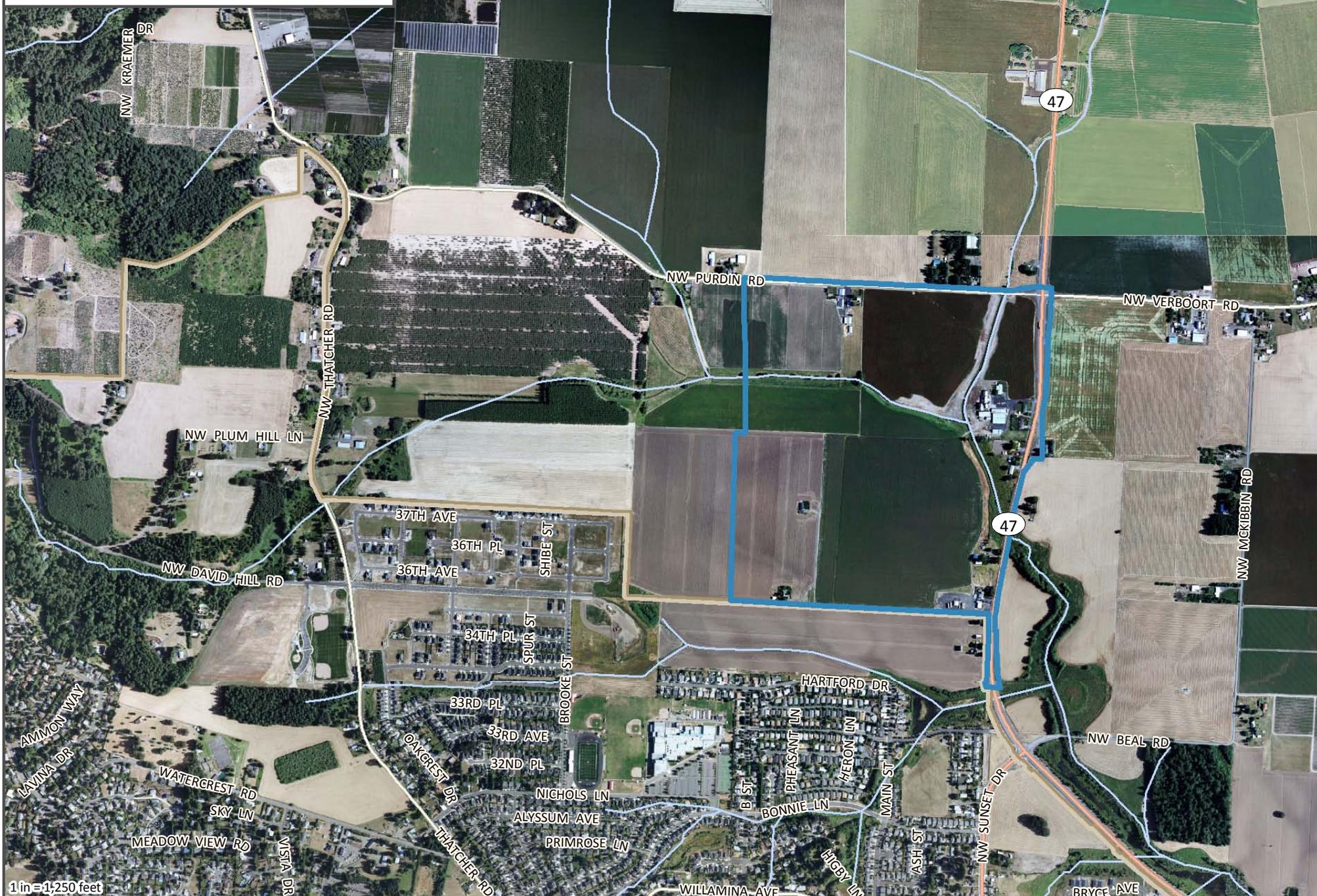
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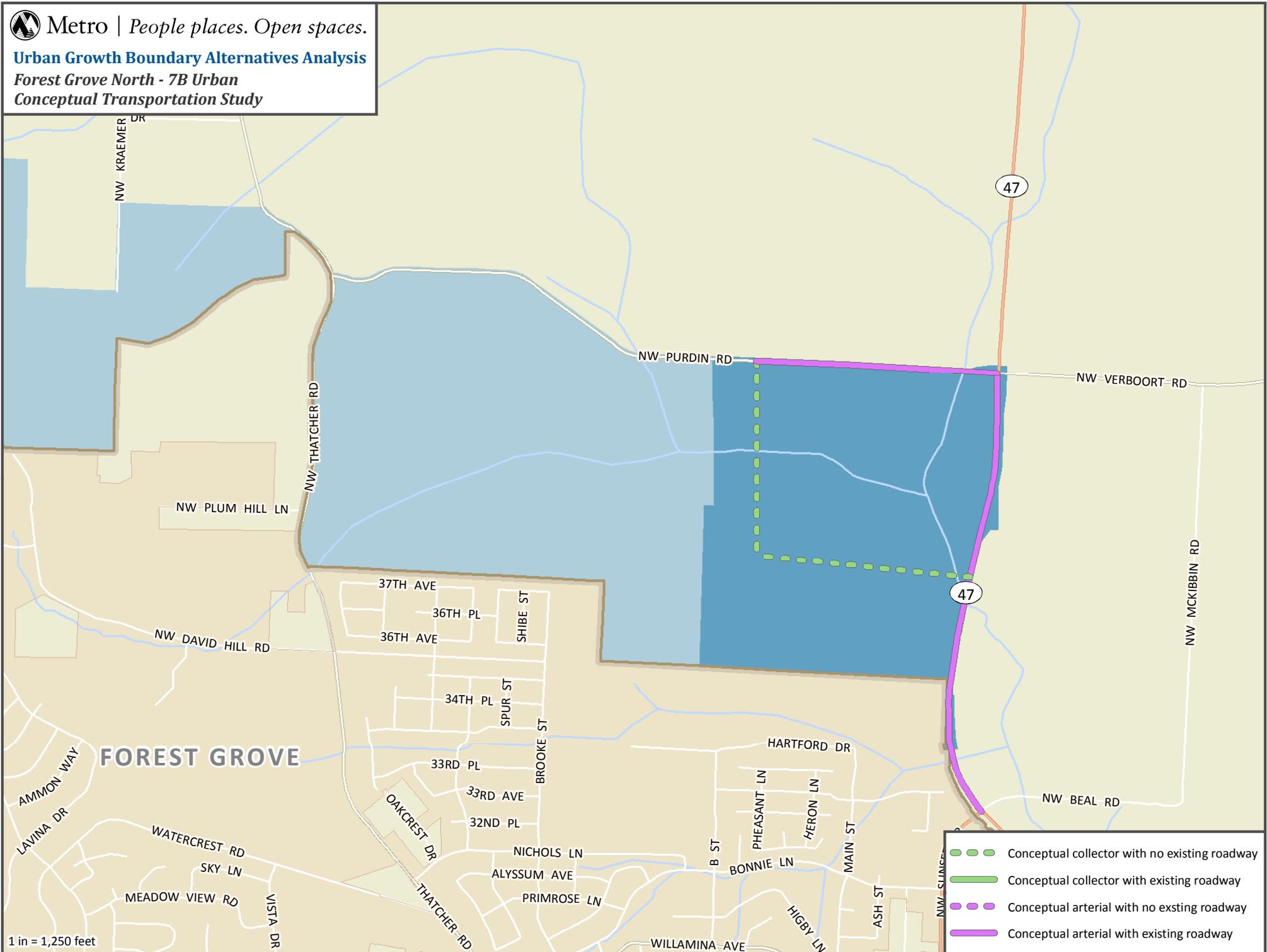
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Urban Growth Boundary Alternatives Analysis

Forest Grove North - 7B 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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