

WILSONVILLE SOUTHWEST URBAN RESERVE AREA

| | | | |
|------------------------------|----|----------------------------|----|
| Total Acres | 67 | Parcel Acres | 64 |
| Gross Vacant Buildable Acres | 24 | Net Vacant Buildable Acres | 18 |

General Description (see attached map)

The Wilsonville Southwest Urban Reserve Area is an irregular shaped area on the west side of Wilsonville that totals 67 acres in size. The reserve area is on the south side of SW Wilsonville Road and almost extends to the Willamette River. The Graham Oaks Nature Park is directly north of the reserve area, across SW Wilsonville Road. The current UGB forms the eastern boundary and the area is served by SW Wilsonville Road.

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

This very small urban reserve area contains four parcels, three of which are less than six acres and one 52 acre parcel. The area contains three rural residences and the vast majority of the land is in agricultural activity, mainly in orchard uses and pasture land. Three of the parcels have improvements (\$96,810, \$488,080 & \$497,990). Available data does not suggest the existence of power lines or public easements through this area. There is a large block of Metro-owned open space along the southern edge of the urban reserve area.

GOAL 14 LOCATIONAL FACTORS

Efficient accommodation of identified land needs

The reserve area gently slopes towards the Willamette River and contains a large swath of land that has slopes greater than 10% along the southern edge of the area. The northern most portion of the area near SW Wilsonville Road is generally flat and could accommodate an employment land need. While it does have good access to I-5 it is some distance from the existing employment areas of the city. The reserve area also provides for the opportunity for future residential development. Therefore this area is able to accommodate both a residential and employment land need.

Orderly and economic provision of public facilities and services

Sanitary Sewer Services

Capacity of existing facilities to serve areas already inside the UGB

The wastewater treatment plant was upgraded in 2014 which increased capacity from 2.5 MGD to 4.0 MGD resulting in excess capacity. The City has a 20-year program in place to replace aging concrete pipe. There is capacity to serve areas already in the UGB.

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

The wastewater treatment plant can serve a population of 35,000 people. The plant currently serves 24,000 people. The development of the Frog Pond area will use some of the additional capacity, but will not likely trigger any treatment plant upgrades. The City is planning to expand the treatment plant in 2030, however future industrial development in the Basalt and Coffee Creek areas could require capacity upgrades sooner depending on the timing of the industrial development. It is unknown at this time if additional pump station capacity will be available for development within the URA.

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

Based on a conceptual level sewer sizing analysis, approximately 0.4 cfs will be added to the existing system. Conceptual sewer layouts indicate that the additional flows would utilize existing sewer lines ranging in size from 8-inch (at the upstream connection) to 30-inch (at the treatment plant). In addition, new flows would potentially utilize the existing Corral Creek lift station and Rivergreen lift station. It is possible that capacity improvements would be required to the pump stations and the existing sewer lines. Available capacity of the existing infrastructure was not available at this time, and therefore, the extent of required improvements and associated costs are unknown.

Sanitary Sewer Piping Costs

| Sanitary sewer piping costs | Cost (in millions) |
|------------------------------|--------------------|
| Less than 12" pipe (gravity) | \$0.61 |
| Total | \$0.61 |

Water Distribution Services

Capacity of existing facilities to serve areas already inside the UGB

Wilsonville owns and maintains the Willamette River Water Treatment Plant, which is capable of processing 15 MGD. A planned improvement will bring the treatment plant capacity to 20 MGD in order to serve the existing UGB through the year 2036. Current storage capacity is at 11 MG and the City has funded a project to provide additional storage to serve proposed development within the existing UGB. At present, existing pump stations and pipe networks are adequate to serve the area within the existing UGB.

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

The City has ample water rights for the long term, so water supply is not an issue. The expected additional 10 MG expansion of the treatment plant in 2035 should provide capacity for the reserve area. Existing storage tanks do not have capacity to serve development outside of the existing UGB.

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

The City feels confident that it will have water capacity and storage to serve the reserve area. Numerous connection points exist at the edge of the reserve area and are assumed to be of adequate size. Transmission lines within the reserve area are expected to be built as development occurs.

Water Costs

| Water piping/storage/pumping costs | Cost (in millions) |
|------------------------------------|--------------------|
| 12" and smaller | \$1.52 |
| 18" and larger | \$0.9 |
| Storage/pumping | \$0.32 |
| Total | \$2.74 |

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 conveyance, treatment, and discharge are anticipated to occur 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 | \$0.68 |
| Water quality/detention | \$0.73 |
| Total | \$1.41 |

Transportation Services

Capacity of existing facilities to serve areas already inside the UGB

Roadway: All roadways in Wilsonville have an acceptable volume/capacity ratio (<0.9) for the 2015 pm peak. I-5 south of SW Wilsonville Road to across the Willamette River is classified as a high injury corridor for automobiles and SW Parkway Ave from Printer Parkway to SW Town Center Loop E is classified as a high injury corridor for pedestrians.

Transit: South Metro Area Regional Transit (SMART) provides full transit services to the City of Wilsonville through seven bus lines, Dial-a-Ride and medical transport services. The vast majority of the city's developed areas are within ¼-mile of a transit stop. TriMet's Westside Express Service (WES) Commuter Rail originates its route in Wilsonville, servicing four other stations on its way to Beaverton.

Bike: Wilsonville has a well defined bike network of dedicated bike lanes (19 miles) and established bikeways (4.5 miles) that connects neighborhoods, schools, parks, community centers, business districts and natural resource areas.

Pedestrian: Wilsonville has a fairly well defined pedestrian network in its residential neighborhoods with less pedestrian amenities in the industrial and employment areas. Interstate 5 provides a barrier for east-west pedestrian connections.

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: SMART's Route 4 – Wilsonville Road serves the Graham Oaks Nature Park that is across SW Wilsonville Road from the urban reserve area.

Bike: SW Wilsonville Road has a dedicated bike lane and Graham Oaks Nature Park has a established bikeway that connects to Villebois and other bike facilities. Also nearby is an established bikeway along the Ice Age Tonquin Trail that connects to the Willamette River east of the reserve area.

Pedestrian: SW Wilsonville Road and some of the nearby residential neighborhoods provide full sidewalk amenities. A crosswalk provides access to the Graham Oaks Nature Park and the Ice Age Tonquin Trial that connects to Villebois as well as the Willamette River east of the reserve area.

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 some adjacent facilities to urban standards.

Transit: Existing SMART route 4 may see a small increase in ridership, see transit analysis below.

Bike: Bike facility improvements on SW Wilsonville Road as part of the improvement of the road to urban standards will provide appropriate bike access from the urban reserve area to Graham Oaks Nature Park and the Ice Age Tonquin Trail. In addition, a connection to SW Willamette Way will provide an alternative route to the Ice Age Tonquin Trail.

Pedestrian: Pedestrian facility improvements on SW Wilsonville Road as part of the improvement of the road to urban standards will provide appropriate pedestrian access from the urban reserve area to Graham Oaks Nature Park and the Ice Age Tonquin Trail. In addition, a connection to SW Willamette Way will provide an alternative pedestrian access to the Ice Age Tonquin Trail.

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

SW Wilsonville Road will need to be improved to urban arterial standards.

| Facility Class | | |
|------------------|-------------------|--------------------|
| Arterials | Type | Cost (in millions) |
| | Existing/Improved | \$13.11 |
| Total | | \$13.11 |

Provision of public transit service

South Metro Area Regional Transit (SMART) evaluated the reserve area for providing transit service. The Wilsonville Southwest reserve area is within a half mile of current services and SMART does not intend to add additional service to cover the half mile.

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, is 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 no stream corridors or wetlands within the reserve area. Corral Creek is located just south of the reserve area on Metro owned open space land. Some riparian and upland habitat associated with Corral Creek is identified in the lower portion of the reserve area. The upland habitat extends into the orchards, which would not be included in a natural resource protection program as it is an agricultural product. Given that the natural resources are located in the southern portion of the reserve area, urbanization of the remaining portion could occur with no impacts to the habitat areas, thus the reserve area has low environmental consequences.

Energy, Economic & Social

This area is very small, thus future urbanization of the reserve area will be minor in scale. While any development will impact the three existing residences their location close to an established neighborhood of Wilsonville, both a primary and middle school and the Grahams Oak Nature Park

will reduce the social impacts of future urbanization. SW Wilsonville Road provides an easy connection to commercial and employment areas in the City of Wilsonville, the WES commuter line and I-5, which could help reduce the increase in VMT from urbanization of the area. In addition, given the modest amount of development that would occur, the increase in traffic would not be great and would not have significant energy consequences. The future build out of Villebois to the north will provide nearby commercial/retail opportunities that will be connected to the existing Ice Age Tonquin Trail, which could reduce some local automobile trips for new residents. The agricultural activity within the reserve area is minimal from an acreage stand point. The loss of the economic impact from these agricultural uses would not be considerable and the potential economic impact of residential or employment development, even though it is not significant will outweigh this loss. Overall this analysis area has low economic, social and energy consequences from urbanization.

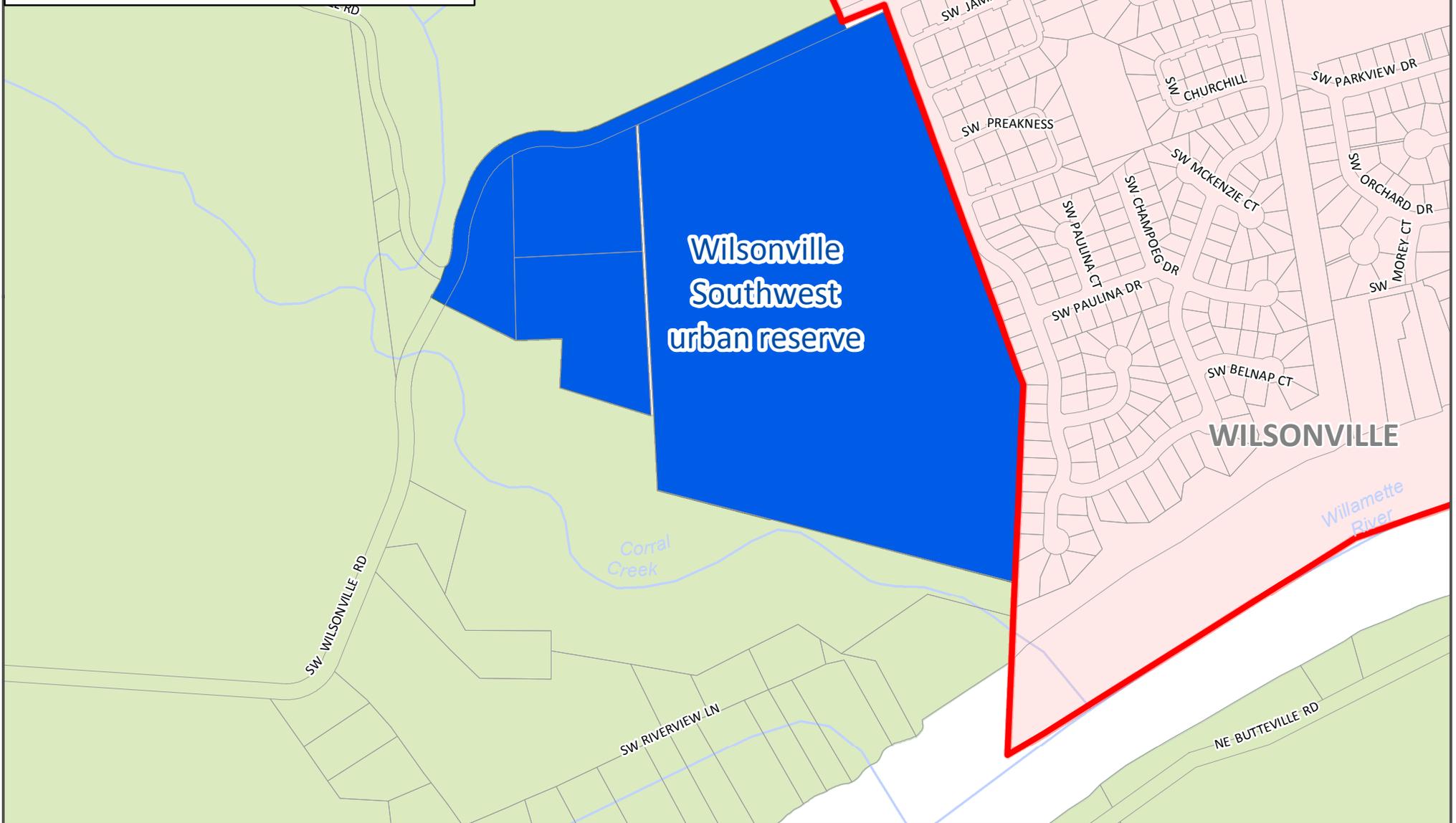
Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB (see attached resource land map)

The entire reserve area is bordered by land zoned for exclusive farm use (EFU), except for the eastern side that borders the UGB. The EFU land to south is owned by Metro as open space and contains no agricultural activities. The EFU land directly west is forested and also includes a rural residence. The EFU land to the north is home to the Graham Oaks Nature Park that is owned by Metro. While it appears that there is agricultural activity occurring at the park, the mowing of the fields is part of Metro's maintenance actions to restore an oak prairie on the site. Due to no agricultural activities occurring on the adjacent EFU zoned land, the proposed urban uses have a high compatibility with nearby agricultural activities occurring on farm land outside the UGB.



**Preliminary Urban Growth Boundary
Alternatives Analysis
Wilsonville Southwest**

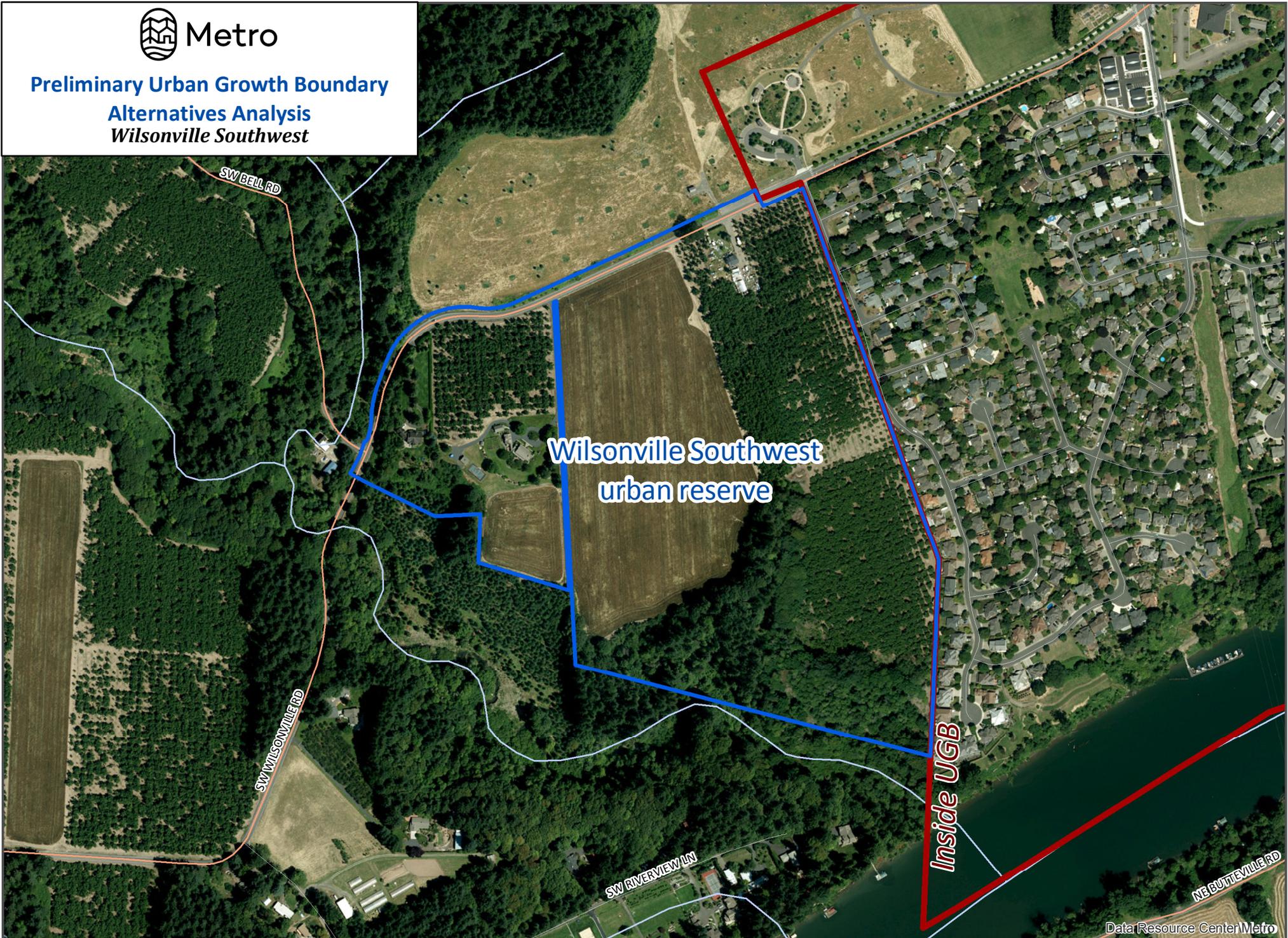
- Inside the Urban Growth Boundary
- Rural reserve
- Other urban reserve
- Stream routes



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**Preliminary Urban Growth Boundary
Alternatives Analysis
Wilsonville Southwest**



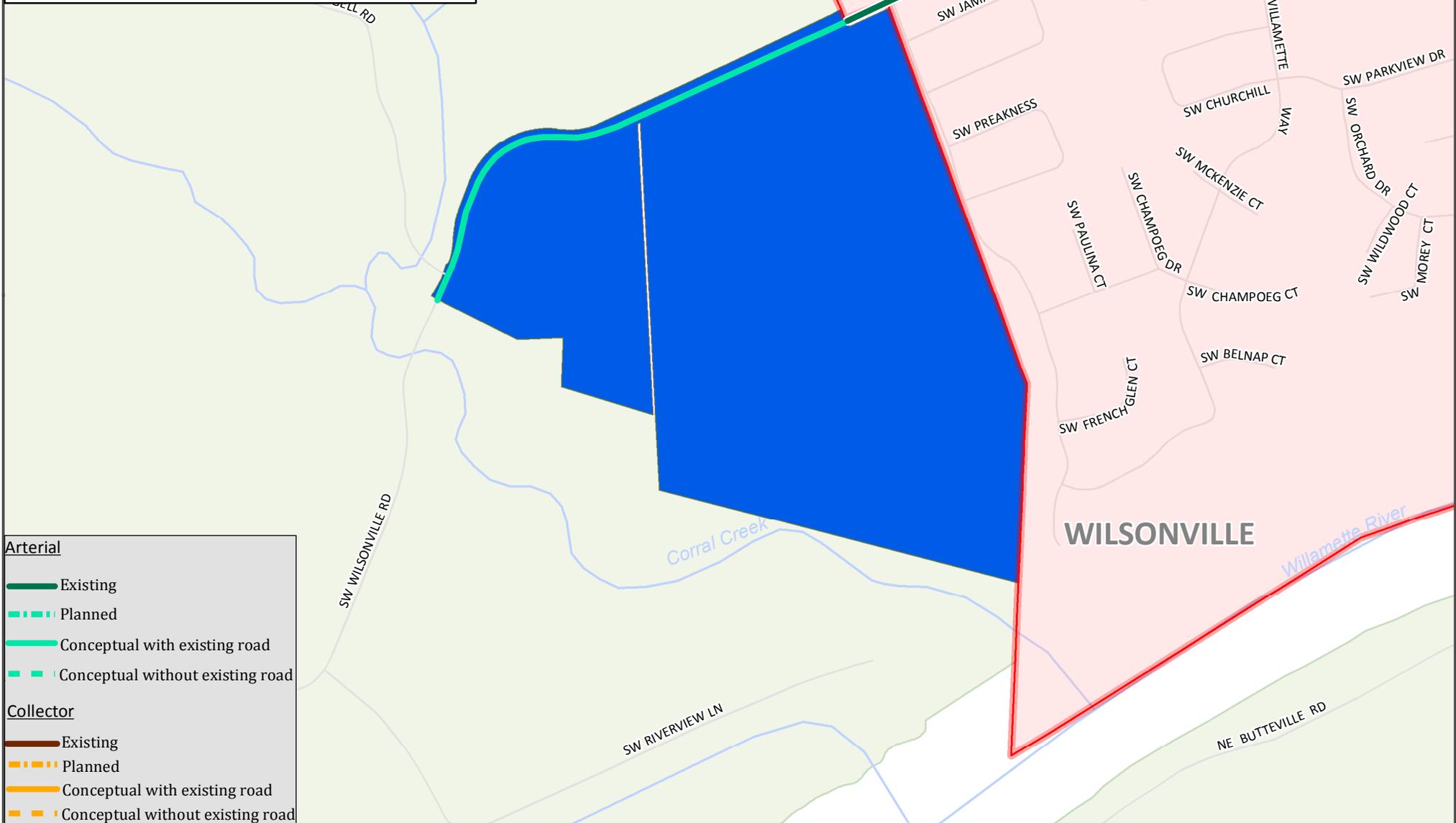
Data Resource Center Metro

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**Preliminary Urban Growth Boundary
Transportation Analysis
Wilsonville Southwest**

- Inside the Urban Growth Boundary
- Rural reserve
- Stream routes
- Other urban reserve

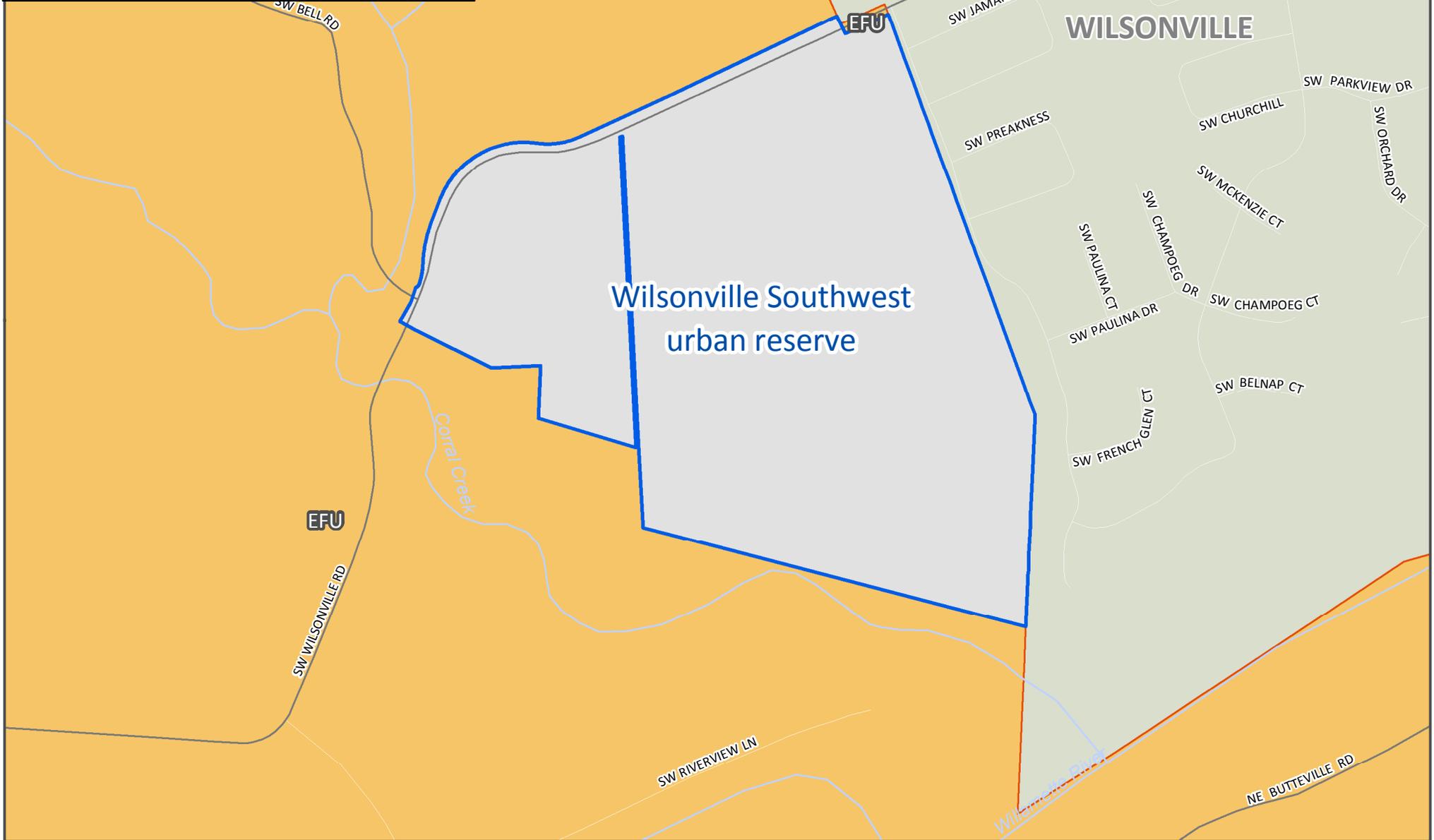


- Arterial**
- Existing
 - Planned
 - Conceptual with existing road
 - Conceptual without existing road
- Collector**
- Existing
 - Planned
 - Conceptual with existing road
 - Conceptual without existing road

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**Preliminary Urban Growth Boundary
Alternatives Analysis
Resource Land
Wilsonville Southwest**



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