

A G E N D A

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TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION MEETING
DATE: September 27, 2005
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | | |
|---------|----|--|---------|
| 2:00 PM | 1. | DISCUSSION OF AGENDA FOR COUNCIL
REGULAR MEETING, SEPTEMBER 29, 2005/
ADMINISTRATIVE/CHIEF OPERATING OFFICER
AND CITIZEN COMMUNICATIONS | |
| 2:15 PM | 2. | DAMASCUS CONCEPT PLAN | Cotugno |
| 3:00 PM | 3. | BREAK | |
| 3:05 PM | 4. | VALUE CAPTURE DISCUSSION | Liberty |
| 3:35 PM | 5. | COUNCIL BRIEFINGS/COMMUNICATION
WORK PLANS FOR EXISTING PROJECTS | Wetter |

ADJOURN

Agenda Item Number 2.0

DAMASCUS CONCEPT PLAN

Metro Council Work Session
Tuesday, September 27, 2005
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: September 27, 2005 Time: 2:15 p.m. Length: 45 minutes

Presentation Title: Damascus/Boring Concept Plan Update

Department: Planning

Presenters: Andy Cotugno, Kim Ellis

ISSUE & BACKGROUND

As part of Metro's Periodic Review in 2002, the Metro Council brought approximately 12,000 acres of land into the Urban Growth Boundary (UGB) in the vicinity of the Damascus and Boring communities. Pursuant to the requirements in Title 11 of Metro's Urban Growth Management Functional Plan (UGMFP), a planning effort commenced in early 2004 that involved five governmental agencies, several stakeholder organizations and community representatives. The city of Damascus was officially added to the partnership after the successful vote to incorporate. The effort is funded mostly by the federal Surface Transportation Program of the Transportation Equity Act, with significant dollar match and in-kind service contributions by the governmental partners.

The Damascus/Boring Concept Plan (DBCP) effort has been underway for almost two years. In previous reports to the Council, staff has covered the development of plan alternatives and the issue of job acreage. The planning effort is being guided by the DBCP Advisory Committee, which is comprised of 26 members representing various organizations and community members. This committee has recently approved a draft plan for public review and is scheduled to finalize a recommended concept plan by December 1. This recommended plan will be forwarded to the cities of Damascus and Happy Valley and Clackamas County as a template for future comprehensive plan work.

The following list summarizes the steps in preparing the Damascus/Boring area for urbanization:

1. Local governments accept concept planning and direct staff to develop and/or amend comprehensive plans to implement.
2. Local governments develop comprehensive plan policies for the new area to be consistent with the UGMFP, in particular Title 11, and comply with any applicable conditions from Ordinance No. 02-969B.
3. Metro reviews proposed comprehensive plan amendments for compliance with the UGMFP and the ordinance conditions.
4. If Metro determines that the proposed comprehensive plan provisions are not consistent with the requirements of the UGMFP and/or ordinance conditions, the Council may request that changes be made to the proposed plans.
5. If the local government adopts plan provisions that are not deemed to be in compliance with the UGMFP and/or ordinance conditions, Metro may appeal the decision to the Land Use Board of Appeals.
6. Upon adoption of comprehensive plan provisions and implementing ordinances by the local government that comply with the UGMFP and ordinance conditions, the new area land may be urbanized.

The issue before the Metro Council at this time is whether the Councilors think the draft concept plan addresses the intent of Metro policies and Ordinance 02-969B, as the plan goes forward for public review and input. After public review, the plan is subject to changes by the Advisory Committee that may alter the calculated number of dwelling units and job land acreage.

As currently drawn, project staff calculates that the draft plan would yield 25,118 dwelling units and 1,071 net acres of employment land. The numbers 'assigned' to this study area for purposes of meeting Metro's 2002 Periodic Review UGB expansion are 25,595 dwelling units and 1,657 net acres of employment land. All of these numbers should be viewed as estimates that depend upon many assumptions. Some of these assumptions include the exact amount of land deducted for other land uses including natural resource protection, schools, parks, etc.; the percentage dedicated to infrastructure needs, e.g. streets and storm water facilities; and what the ultimate cities' zoning will allow.

There are a couple of reasons for the large shortfall of net employment acres. First and foremost, the suitability of this area to accommodate industrial-type uses is limited. There is little reasonably flat land that is located along the few major transportation corridors. Second, the potential employment acreage was an outgrowth of the economic development studies undertaken by Clackamas County prior to the 2002 UGB expansion, and responds to a County policy goal to overcome a countywide job shortfall. The incorporation of the new city of Damascus changed the perspective regarding the amount of job land needed and desired by the citizens to create a complete and balanced community.

Despite the shortage of employment land acreage from original Metro estimates, the project team calculates that approximately 44,000 jobs could be accommodated on the identified employment land in the draft plan. Given the estimated dwelling units and job numbers, the jobs/housing ratio for the new area would be 1.65. For comparison, the jobs/housing ratio for the entire metropolitan region is 1.66. If the city of Portland is deducted from the regional calculation, the jobs/housing ratio for the region is 1.44.

OPTIONS AVAILABLE

The Metro Council has the following options:

1. Determine that the draft Damascus/Boring Concept Plan is on the right track in complying with Metro policies and requirements.
2. Determine that the draft Damascus/Boring Concept Plan is not on the right track in complying with Metro policies and requirements; and direct staff to work with the Advisory Committee to make adjustments, as deemed necessary, to modify the plan.

IMPLICATIONS AND SUGGESTIONS

If the draft concept plan does not change before the Advisory Committee finalizes its recommendation in November, there will be a shortage of net employment acreage that gets forwarded to the local cities and county for their comprehensive plan work. Metro staff will review the proposed plan amendments for compliance with Title 11 and Ordinance No. 02-969B. If the cities do not modify the recommended concept plan to add more employment acreage and Metro finds that the comprehensive plan proposals are consistent with applicable requirements, then Metro will carry a shortage of employment land into the next Period Review period. The

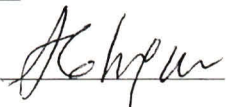
city of Damascus indicates that it will take two years from next January to complete and adopt their comprehensive plan. Happy Valley indicates it will take 12 to 18 months from next January to complete and adopt their plan work.

QUESTION(S) PRESENTED FOR CONSIDERATION

1. Does the Council believe the draft concept plan is on the right track in complying with Metro policies and requirements?
2. If the Council does not believe the draft concept plan is currently meeting Metro policies and requirements, what suggestions do Councilors have to modify the plan?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes x No
DRAFT IS ATTACHED __Yes __No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval 
Chief Operating Officer Approval _____

Agenda Item Number 4.0

VALUE CAPTURE DISCUSSION

Metro Council Work Session
Tuesday, September 27, 2005
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: September 27, 2005 Time: _____ Length: 60 Min

Presentation Title: Value Capture

Department: Council Office

Presenters: Metro Councilor Robert Liberty

ISSUE AND BACKGROUND

In August of this year, the Measure 37 Task Force presented recommendations to the Metro Council. This work session is needed to discuss a possible remedy that addresses three important regional problems in relation to the Task Force's recommendations:

1. Measure 37 promised voters that landowners would be paid for reductions in value caused by government laws and regulation. To date, no landowner in the three-county region (if not the state) has been offered compensation. The Legislature failed to provide any funding to pay claims (or to administer the claims process.)
2. There are Measure 37 waivers to allow residential and other development on approximately 12,000 acres of land in exclusive farm use and forest conservation zones in Clackamas, Multnomah and Washington Counties. The potential adverse consequences of this development for the implementation of the 2040 Growth Concept have been identified by the Council in its December 2004 resolution and amplified by the Measure 37 Task Force in its report in August. Consequences include degradation of the effectiveness of the urban growth boundary itself through leapfrog development, possible problems for the rural and urban transportation network and a threat to the economic viability of farming in the region with the resulting likelihood of wide-scale conversion of tens of thousands of acres of land just outside the UGB to rural development.
3. There is not adequate funding to build civic improvements ("infrastructure") in areas added to the urban growth boundary. This is frustrating the implementation of plans for the development of these new communities.

OPTIONS AVAILABLE

Windfall Tax Used to Buy Farmland Conservation Easements and Fund Civic Improvements in New Neighborhoods

Windfall Tax: The proposed solution to these three issues begins with a tax on the windfall to property owners caused by adding their land to the UGB, as well as its subsequent planning and zoning and investment in civic improvements. In December 2002, the Council, by resolution, indicated that it intended to adopt a tax of this kind, applicable to future UGB expansions. This resolution is now reflected in Metro Code

7.04.020 "Intent to Adopt Measures to Ensure Excess Increase in Land Values is Fairly Allocated to Regional Needs."

Farmland Conservation Easements on Measure 37 Claims: One half of the income would be used to buy conservation easements on farmland (and possibly forestland) that have valid Measure 37 claims. This would be a willing-seller, willing-buyer program.

Fund Civic Improvements (Infrastructure) in the UGB Expansion Areas: The other half of the income from the windfall tax would be used to pay for civic improvements (like schools, roads, sewers, plazas and other items) in the UGB expansion areas from which the windfall tax would be collected. (Funding for planning could be included or omitted as part of the investment in the new areas.) Because of the limit on Metro's spending authority in its Charter, voter approval of this tax would be required.

Council Options

(1) Authorize Councilors Liberty and Hosticka to proceed with the continued development of this proposal, in consultation with staff and persons/groups that will be particularly effected or interested, including the Tax Study Commission, leading to a resolution for Council consideration in December. The December resolution, if approved, would indicate the Council's intent to adopt by ordinance the implementing ordinance and refer the matter to the voters for action, presumably in 2006.

(2) Indicate that the Council does not wish to have further work done on this project.

Budget Note

\$100,000 in funds for the staff and consulting work to explore responses to Measure 37 was included in the biennial budget. No additional funding is expected to be required.

IMPLICATIONS AND SUGGESTIONS

Please refer to Options

QUESTION(S) PRESENTED FOR CONSIDERATION

The question for consideration is stated above as an option: Proceed with continued development of this proposal or indicate that the council does not wish to have further work done on this project.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __ Yes X No
DRAFT IS ATTACHED __ Yes X No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____
Chief Operating Officer Approval _____

WORK PLANS FOR EXISTING PROJECTS

Metro Council Work Session
Tuesday, September 27, 2005
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: September, 27, 2005 Time: 3:35 Length: 30 Minutes

Presentation Title: Council Work Plans / Introduction of The Pipeline

Department: Interdepartmental

Presenters: Wetter / Couey / Project Management Team

ISSUE & BACKGROUND

The Metro Council has approved nine council projects to date. According to the council process manual, project managers are to develop work plans for the projects and present them to the council for approval (by motion). Project managers have completed work plans and the work plans are ready to be presented to council.

The Project Management Team has developed a uniform format for work plans. The work plans will be continuously updated, so that councilors and management can get up to date views of the progress of individual projects and the portfolio as a whole. The format, called "The Pipeline" will be presented.

OPTIONS AVAILABLE

Council could approve the work plans by motion. However, since this will be the first time the council will have seen work plans for some projects, council may want to defer approval until a later date.

IMPLICATIONS AND SUGGESTIONS

Staff suggest that lead councilors and council liaisons have an opportunity to review the work plans and that the work plans be considered for approval by the council at a later date.

QUESTION(S) PRESENTED FOR CONSIDERATION

Do the work plans provide the type and level of depth of information desired by Council?

How would the Council like to proceed with approval of the project work plans?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __ Yes __ X __ No
DRAFT IS ATTACHED __ Yes __ X __ No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
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METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: September 29, 2005
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- 1. INTRODUCTIONS
- 2. CITIZEN COMMUNICATIONS
- 3. NORTH PORTLAND ENHANCEMENT GRANT COMMITTEE PRESENTATION
- 4. CONSENT AGENDA
 - 4.1 Consideration of Minutes for the September 22, 2005 Metro Council Regular Meeting.
 - 4.2 **Resolution No. 05-3611**, For the Purpose of Authorizing the Chief Operating Officer to Execute Amendment 2 to the Contract No. 922793 with Reischman Concerts LLC for Provision of an Additional Concert at the Oregon Zoo.
 - 4.3 **Resolution No. 05-3619**, Considering an Amendment to Metro Contract No. 924828 for a Shared Revenue Contract for Lease of a Portable Simulation Theater at the Oregon Zoo.
- 5. RESOLUTIONS – PUBLIC HEARING – TIME CERTAIN
 - 5.1 **Resolution No. 05-3600**, For the Purpose of Entering an Order Relating to Compliance with the Urban Growth Management Functional Plan. Newman
 - 5.2 **Resolution No. 05-3620**, For the Purpose of Entering an Order Relating To an Application by Clackamas County for an Exception from Title 3 Of the Urban Growth Management Functional Plan. Newman

6. ORDINANCES - SECOND READING

- 6.1 **Ordinance No. 05-1091**, For the Purpose of Amending Provisions of Metro Code Chapter 7.01 Relating to Excise Tax imposed on Certain Consumer And Exhibitor Payments at the Metropolitan Exposition-Recreation Commission Facilities. Park
- 6.2 **Ordinance No. 05-1095**, For the Purpose of Amending the FY 2005-06 Appropriations Recognizing Grants and Donations to the Oregon Zoo, Adding 2.0 Limited Duration FTE; and Declaring an Emergency. Newman
- 6.3 **Ordinance No. 05-1077C**, Amending the Regional Framework Plan and the Urban Growth Management Functional Plan Relating to Nature in Neighborhoods. Hosticka

7. RESOLUTIONS

- 7.1 **Resolution No. 05-3612**, For the Purpose of Stating an Intent to Submit to the Voters the Question of the Establishment of a Funding Measure to Support Natural Area Protection and Establishing a Blue Ribbon Committee; and Setting Forth the Official Intent of Metro to Reimburse Certain Expenditures Out of the Proceeds of Obligations to Be Issued in Connection With the Regional Parks and Greenspaces Program. Hosticka
- 7.2 **Resolution No. 05-3613**, For the Purpose of Approving an Investment by the Metro Tourism Opportunity and Competitiveness Account (MTOCA) to fund the Replacement of the Audio Visual Head End Room Equipment at the Oregon Convention Center. Park

8. CHIEF OPERATING OFFICER COMMUNICATION

9. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for Sept. 29, 2005 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, Wash. Channel 11 -- Community Access Network www.yourtv.org -- (503) 629-8534 2 p.m. Thursday, Sept. 29 (live)</p>	<p>Portland Channel 30 (CityNet 30) -- Portland Community Media www.pcmtv.org -- (503) 288-1515 8:30 p.m. Sunday, Oct. 2 2 p.m. Monday, Oct. 3</p>
<p>Gresham Channel 30 -- MCTV www.mctv.org -- (503) 491-7636 2 p.m. Monday, Oct. 3</p>	<p>Washington County Channel 30 -- TVC-TV www.tvctv.org -- (503) 629-8534 11 p.m. Saturday, Oct. 1 11 p.m. Sunday, Oct. 2 6 a.m. Tuesday, Oct. 4 4 p.m. Wednesday, Oct. 5</p>
<p>Oregon City, Gladstone Channel 28 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>	<p>West Linn Channel 30 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, (503) 797-1542. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro website www.metro-region.org and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

Councilor Robert Liberty

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METRO

The Project Concept: Preserve Farmland, Build Great New Neighborhoods and Provide More Fairness to Landowners

Use a tax, fee or assessment on the increase in value on lands to be added to the urban growth boundary in the future to generate funds to achieve three policy objectives:

- 1) **2040 implementation:** Implement our growth concept by funding critical capital improvements (roads, sewers, schools, public plazas, etc.) that will help execute an approved master plan for UGB expansion areas. A share of the funds (5%) could fund construction of affordable housing.
- 2) **Farmland protection:** Permanently protect farmland in the three counties around the UGB by buying, from willing sellers, conservation easements (preventing more houses, land divisions, etc.) on properties in EFU zones (but not next to the UGB) that are subject to a valid Measure 37 claim.
- 3) **Fairness:** Carry out the wishes of the voters for more fairness to landowners, expressed by the passage of Measure 37, by providing a source of compensation for reductions in property value.

Existing Metro Policy Supporting This Proposal

A. Metro Policy Supporting Compact, Efficient Development in UGB Expansion Areas

- Future Vision Statement 1995
- 2040 Growth Concept
- Regional Framework Plan 1997
- Urban Growth Management Functional Plan (various years)
- Former Master Planning requirement

B. Metro Policy In Support of Protecting Farm and Forestlands In Surrounding Counties

- Metro Charter 1992
- Future Vision Statement 1995
- Regional Framework Plan 1997
- Urban Growth Management Functional Plan (various years)
- Metro Council Resolution on Measure 37 Task Force December 2004

C. Metro Policy Supporting Taxing Increases in Value in UGB Expansion Areas

- December 2002 Council Resolution
- December 2002 Council Ordinance adding provisions to Finance chapter of Metro Code

D. Metro Policy and Actions Related to Landowner Fairness and Implementing Measure 37

- Revisions to proposed Goal 5 program (December 2004)
- Council Resolution on Measure 37 Task Force (December 2004)
- Measure 37 Task Force report (August 2005; note no Council position on report yet)
- Adoption of process for acting on Measure 37 claims against Metro (September 2005)

Estimates of Potential Increases in Value Due to UGB Expansions

The Exhibit below shows the value progression of an acre of land as it moves from farmland immediately outside the boundary to single family detached land with a zoning density of Metro's average of 6.5 units per acre (5,000 sq. ft. lots). Data for Exhibit A are taken from 2004 and 2005 sales of land and homes within 1,250 feet of the UGB. Agricultural value is the average of assessors' land value for agriculturally designated acreages adjacent to the UGB including both farm deferred and non-deferred properties.

Exhibit A: Value Increase Pyramid from Agriculture to SFR Build Out – One Acre at Edge of UGB

Status of Acre	Value per Acre
Agricultural Land at UGB	\$20,000
Raw Land inside UGB	\$208,000
Completed Single Family Residential Lots	\$500,000 - \$650,000
Build out with SFR Homes	\$2,150,000

Exhibit A indicates that land valued at \$20,000 for agricultural purposes¹ immediately outside the boundary jumps first to \$208,000 per acre as raw land (with appropriate zoning). Upon subdivision and provision of streets, sidewalks, sewers, water, drainage and payment of system development charges (SDCs), the price per acre with "ready-to-build" lots increases to \$500,000 - \$650,000 per acre. Assuming the 2005 average price home for the area (2,400 sq. ft with 4,900 sq. ft. lot), the built-out acres carry a total value of \$2,150,000 – more than a 100-fold increase over their original agricultural value.

Next Steps, Schedule

If the Council gives informal assent to continued work on this project, the next steps and proposed schedule are:

October, November:	Formation of informal working group; consultation with MTAC and MPAC, Tax Study Committee, interested persons
Mid November:	Second consultation with Metro Council
December:	Council adoption of a resolution expressing Council intention to proceed and directing staff to prepare draft implementing ordinances; consultation with advisory committees and interested persons; resolution of legal questions
February:	Formal consultation with Council, MPAC, MTAC on progress of proposal; direction from Council and others
February:	Possible Council approval of tax measure and referral to voters for approval; choice of election date (May, September or November)
March:	Possible Council approval of tax measure and referral to voters for approval; choice of election date (September or November)
Spring:	Drafting of ordinances for use of funds; development of administrative process
May, Sept. or Dec.:	Election on funding measure
Post election:	If measure passes, set up administrative process for allocating funds; make other amendments to Metro Code.

Relationship to 2040 New Look

This proposal, if enacted, provides new tools for implementing some aspects of the 2040 Growth Concept, in time for the next scheduled round of UGB expansions.

¹ The \$20,000 per acre value is considerably higher than the value of land for agriculture alone; all property within several miles of the UGB carries a speculative premium that reflects market assessments related to its likelihood of being included within the UGB at some time in the future and its possible use as rural residential property.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTING THE)
CHIEF OPERATING OFFICER TO PREPARE)
RECOMMENDATIONS AND REPORTS)
ADDRESSING OPTIONS ON: REGIONAL)
FISCAL POLICY REGARDING LAND ADDED)
TO THE METRO URBAN GROWTH)
BOUNDARY AND IMPLEMENTATION OF THE)
2040 GROWTH CONCEPT.)

RESOLUTION NO. 02-3255A

Introduced by Councilor Rex Burkholder

WHEREAS, state law requires the Metro Council to assess the capacity of the Urban Growth Boundary (UGB) every five years and, if necessary, increase the region's capacity to accommodate a 20-year supply of buildable land for housing; and

WHEREAS, as a result of this action, land brought into the Metro UGB increases in value; and

WHEREAS, the benefits of increased economic activity are distributed unevenly throughout the region, adversely affecting the fiscal health of some jurisdictions; and

WHEREAS, it is the intent of the Metro Council to consider and either adopt or refer to the voters for adoption or through state legislative action, measures to ensure that the Metro area has available sufficient resources to provide for the orderly planning and development consistent with the pattern envisioned in the Metro 2040 Growth Concept; and

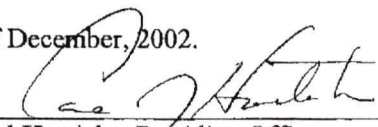
WHEREAS, options on a regional fiscal policy regarding land added to the Metro UGB, after December 1, 2002, should be developed at the earliest possible date and be presented to the Metro Council; and

WHEREAS, the Metro Council intends to create a new Chapter in the Metro Code dealing with Regional Fiscal Policy as outlined in Exhibit A (Ordinance No. 02-988); now therefore

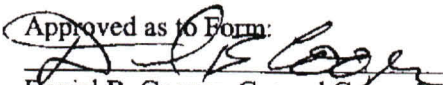
BE IT RESOLVED that, effective January 6, 2003, the Metro Council

1. Directs the Chief Operating Officer, in consultation with the Council, to study and propose options on a regional fiscal policy on lands added to the Metro Urban Growth Boundary.
2. Directs the Chief Operating Officer to study and propose options on a regional system of sharing the benefits of growth and addressing fiscal disparities among jurisdictions within the Metro District.
3. Directs the Chief Operating Officer to work with regional partners, including state departments or the legislature, to ensure the maximum number of options available to the agency.
4. Directs the Chief Operating Officer to present the results of the above studies by September 1, 2003.

ADOPTED by the Metro Council this 5th day of December, 2002.



Carl Hosticka, Presiding Officer

Approved as to Form:


Daniel B. Cooper, General Counsel

EXHIBIT A – ORDINANCE NO. 02-988
TO
RESOLUTION NO. 02-3255A

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ESTABLISHING) ORDINANCE NO. 02-988
REGIONAL FISCAL POLICIES REGARDING)
LAND ADDED TO THE METRO URBAN)
GROWTH BOUNDARY AND IMPLEMENTATION)
OF THE 2040 GROWTH CONCEPT, AND)
DECLARING AN EMERGENCY) Introduced by Councilor Burkholder

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. A new Chapter 7.04 Regional Fiscal Policy is added to Title VII Finance of the Metro Code to read as follows:

CHAPTER 7.04

REGIONAL FISCAL POLICY

7.04.010 Purpose

This chapter establishes the intent of the Metro Council to consider and either adopt or refer to the voters for adoption, measures to ensure that the Metro Area has available sufficient resources to provide for the orderly planning and development of the Metro Area and that to the extent practical, differences between local jurisdictions in fiscal resources not have adverse impacts on the orderly development of the region, in a manner that promotes the growth pattern envisioned in the Metro 2040 Growth Concept.

7.04.020 Intent to Adopt Measures to Ensure Excess Increase in Land Values is Fairly Allocated to Regional Needs

The Metro Council directs the Chief Operating Officer to study and propose to the Metro Council for adoption or referral to the voters, measures that require that the increase in value in land added to the Urban Growth Boundary by Metro Council action after December 1, 2002, be subject to regional value capture for regional purposes related to implementation of the 2040 Growth Concept. The study and recommendation shall be presented the Metro Council before July 30, 2003. The Chief Operating Officer may present a preliminary report and recommendation prior to presentation of the final report and recommendation and may seek Metro Council approval of an alternative completion date.

7.04.030 Regional Revenue Sharing

The Metro Council directs the Chief Operating Officer to study and refer to the Metro Council for referral to the voters, measures to implement a system and source of revenues for creation of regional revenue sharing or alternative mechanism to ensure that disparities in local government revenues do not adversely

**EXHIBIT A – ORDINANCE NO. 02-988
TO
RESOLUTION NO. 02-3255A**

affect implementation of the 2040 Growth Concept by precluding development of necessary transportation, parks and other urban services. The study and recommendation shall be presented the Metro Council before July 30, 2003. The Chief Operating Officer may present a preliminary report and recommendation prior to presentation of the final report and recommendation and may seek Metro Council approval of an alternative completion date.

2. This ordinance is necessary because the Metro Council should state its intent and direct action by the Chief Operating Officer as soon as practical in order to comply with the deadlines created by this ordinance. An emergency is therefore declared to exist and this ordinance shall take effect on January 6, 2003.

ADOPTED by the Metro Council this _____ day of _____, 2002.

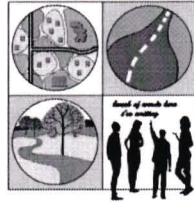
Carl Hosticka, Presiding Officer

Attest:

Approved as to Form:

Christina Billington, Recording Secretary

Daniel B. Cooper, General Counsel



Damascus/ Boring Concept Plan

To: Advisory Committee

From: Project Management Team

Date: August 30, 2005

Re: Consistency with Metro Ordinance No. 02-969B Exhibit M

Summary

This memorandum addresses the conditions on addition of land for the 2002 Urban Growth Boundary (UGB) expansion decision into the Damascus/Boring area. It describes those conditions satisfied or mostly satisfied through the concept plan process, and those conditions that need to be satisfied at the time of the adoption of comprehensive plan language / amendments by the cities of Damascus and Happy Valley and Clackamas County to comply with Title 11 of Metro's Urban Growth Management Functional Plan (UGMFP).

Action requested: None. This is informational only.

Background

In December 2002, the Metro Council adopted Ordinance No. 02-969B, thereby bringing the Damascus/Boring area, among others, into the Urban Growth Boundary (UGB). As part of this ordinance, the Council applied a series of conditions to be met by the local affected jurisdictions for all the expansion areas. Exhibit M of the ordinance contains two sets of conditions on addition of land to the UGB (see attached). The first set, titled 'General Conditions Applicable to All Land Added to UGB', addresses more general requirements for all new land. The second set, titled 'Specific Conditions for Particular Areas', addresses issues specific to the particular sub area brought into the UGB.

The affected local governments shall technically comply with all the conditions on additions at the time of adoption of comprehensive plan language / amendments for Title 11 planning. The following sections describe, however, the conditions that have been mostly satisfied through the concept planning process (Discussion Draft Concept Plan map and implementation strategies) and those that would need to be satisfied through the comprehensive plan language/ amendment process at the local level.

Conditions Satisfied by Concept Plan Recommendation

The following conditions would be satisfied by the recommended Damascus/Boring Concept Plan, including implementation strategies, if the recommendations are carried forth into the comprehensive plans and implementing ordinances of the two affected cities.

NOTE: The numbering of conditions follows the pattern in Exhibit M. For complete text of conditions, please refer to the attachment.

I. General Conditions

- A. This condition requires that Title 11 planning be completed by the city(ies) or county with planning responsibility for the study area.

The cities of Damascus and Happy Valley and Clackamas County have participated in the concept planning effort. Upon adoption of comprehensive plan language/amendments by these jurisdictions, this condition will be satisfied.

- C. This condition requires that the city or county with planning responsibility for a study area apply the interim protection standards in Title 11.

Clackamas County applied these measures before the concept planning process commenced, therefore this condition is satisfied.

- D. This condition requires that each city or county with planning responsibility for the area to recommend appropriate long-range boundaries for consideration by the Metro Council in future UGB expansions.

The concept planning recommendations include the identification of long-range boundaries adjacent to the study area. Upon forwarding of the recommended concept plan to the Metro Council, this condition will be satisfied.

- G. This condition requires that each city or county with planning responsibility for the area either comply with the provisions of Title 3 of the UGMFP that address Goal 5, if such a program is adopted by the Metro Council and acknowledged by the Land Conservation and Development Commission (LCDC), or they consider any inventory of regionally significant Goal 5 resources adopted by the Metro Council, if a program is not acknowledged by LCDC.

The Discussion Draft Concept Plan shows areas for natural resource protection that includes areas identified on Metro's Regionally Significant Wildlife and Fish Habitat Inventory Map and which coincide with areas that Metro's Goal 5 program will regulate. Upon adoption of comprehensive plan language/amendments consistent with the recommended concept plan map, therefore, the two cities will satisfy this condition.

II. Specific Conditions

NOTE: These conditions refer to the Springwater area of the UGB expansion as well as the Damascus/Boring area south of the county line.

1. This condition requires that the Title 11 planning for the study areas be completed within four years of the effective date of the ordinance, and that the process include the cities of Gresham and Happy Valley and all special districts currently providing or likely to provide services to the study areas.

The concept planning will be completed and documented by February 2006, which is well within the four-year deadline of March 2007. The process included the cities of

Happy Valley and Gresham as well as the appropriate service providers. This condition, therefore, will be satisfied by the end of the concept plan process.

4. This condition requires that Clackamas County provide for separation between the Damascus Town Center and other town centers and neighborhood centers designated in Title 11 planning or other measures in order to preserve the emerging and intended identities of the existing centers using, to the extent practicable, the natural features of the landscape features in the study areas.

The Discussion Draft Concept Plan indicates a Damascus town center in the 232nd / Hwy. 212 area, separated from any other Region 2040 town centers or neighborhood centers. It is also separate from the existing neighborhood center located at the historic site of the rural Damascus center. The location of this town center uses the natural features of the area to define its boundary and is well separate from the Springwater Village Center and Pleasant Valley Town Center. Upon adoption of comprehensive plan language/amendments consistent with the recommended concept plan map, therefore, the two cities will satisfy this condition.

5. This condition requires that Clackamas County shall provide for the preservation of the proposed rights-of-way for the Sunrise Corridor as part of the conceptual transportation plan, if the county and Metro have determined through amendment to the 2000 Regional Transportation Plan (RTP) prior to completion of the Title 11 planning to build it.

The county and Metro have not determined through a 2000 RTP amendment to build a Sunrise Corridor facility, so this condition is not applicable. The two local cities are responsible for developing a strategy and providing for the preservation of proposed rights-of-way for the parkway.

6. This condition is not applicable to the Damascus/Boring UGB area.

7. This condition is not applicable to the Damascus/Boring UGB area.

Conditions Satisfied During Comprehensive Plan Amendment Process

The following conditions would be satisfied as part of the comprehensive plan adoption/ amendment process to be conducted by the cities of Damascus and Happy Valley and Clackamas County.

NOTE: The numbering of conditions follows the pattern in Exhibit M. For complete text of conditions, please refer to the attachment.

I. General Conditions

- B. This condition requires that the jurisdiction with planning responsibility for the area apply the 2040 Growth Concept design types shown on Exhibit N of Ordinance No. 02-969B to the planning required by Title 11.

The concept planning process has included all the land uses subsumed under the 2040 design types shown on the UGB ordinance map. The local jurisdictions are responsible for finalizing and submitting the design type locations to Metro upon adoption of comprehensive plan amendments. The locations and sizes of some of the 2040 assigned design types may be modified as a result of the concept planning effort.

- E. This condition requires that each local jurisdiction with land use planning authority for the study area adopt provisions in its comprehensive plan and zoning regulations – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery - to ensure compatibility between urban uses within the study area and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.

Satisfying this condition is partly a mapping exercise and partly an implementation exercise. The Discussion Draft Concept Plan map indicates land uses within the UGB along the urban/rural edge adjacent to land currently zoned for farm or forest use. In some of these areas, the urban land uses are more compatible with farm and forest use activities than in other areas. For example, the proposed industrial and Richardson Creek conservation areas along the southern UGB line between Tong Road and Royer Road are compatible with the rural resource land. The proposal to have Zion and Tower buttes and the conservation area along the North Fork of Deep Creek serve as a hard edge for any future UGB expansion would ensure compatibility between urban and rural uses along the eastern edge of the UGB. A section of the rural resource area south of Hwy 212 and east of 232nd Drive, however, would not necessarily be as compatible with the proposed town center.

The local cities and Clackamas County will need to adopt strategies and implementation measures as part of the comprehensive plan process to ensure compatibility between the urban uses and rural resource land uses for those areas of possible conflict.

- F. This condition requires that each local jurisdiction with land use planning authority for the study area apply Title 4 of Metro's UGMFP to those portions of the study area designated Regionally Significant Industrial Area (RSIA), Industrial Area or Employment Area on the 2040 Growth Concept map.

The Discussion Draft Concept Plan map indicates areas for industrial and mixed use employment. Within the industrial category some land has been identified as opportunity sites for RSIA. As part of the comprehensive plan amendment process, the local jurisdictions will need to identify which of these job lands belong to the three categories of Metro's design types, namely Employment Area, Industrial Area and RSIA. Based on a meeting with the Metro Council in February 2005, the industrial and RSIA components are more important for the purpose of meeting Metro's obligation to the state. Given this priority, it is important for the local cities to meet the 364 net acres of RSIA land designated by the Council for the 12,000-acre Damascus/Boring area during the 2002 UGB expansion. The Advisory Committee has endorsed the concept of identifying RSIA opportunity areas. The current Discussion Draft Concept Plan has 431 acres of land that would qualify as RSIA opportunity areas – well in excess of the 364 acre minimum.

- H. This condition requires that each local jurisdiction with land use planning authority for the study area shall, in the conceptual transportation plan required by Title 11 subsection 3.07.1120F, provide for bicycle and pedestrian access to and within school sites from the surrounding area designated to allow residential use.

The Discussion Draft Concept Plan map does not indicate precise locations for schools. The purpose in this approach is to allow the flexibility for school districts to acquire the appropriate land to fulfill its needs based on the timing and intensity of development. For this reason, the local jurisdictions will need to adopt implementation measures during the comprehensive plan adoption/ amendment process to ensure that adequate bicycle and pedestrian access to and within school sites is provided from the residential areas. Work to date on location criteria for schools is consistent with the condition's intent to provide for pedestrian and bicycle access to schools. The current Discussion Draft Concept Plan includes 95+% of its residential capacity within walkable neighborhoods and mixed use districts, which is also consistent with this condition.

II. Specific Conditions

2. This condition requires that Clackamas County provide for annexation to the Tri-met district of those portions of the study area whose planned capacity for jobs or housing is sufficient to support transit.

Since the incorporation of the city of Damascus, the county no longer is the jurisdiction with land use planning authority. The cities of Damascus and Happy Valley are the responsible agencies for the study area. The cities will need, therefore, to adopt implementation measures during the comprehensive plan process to satisfy this condition.

3. This condition requires that Clackamas County, through phasing or staging urbanization of the study area and the timing of extension of urban services, ensures that the town center of Damascus becomes the commercial services center within the study area. The town center shall include the majority of the commercial retail services and commercial office space. Further, that Title 11 planning shall ensure that the timing of urbanization of the remainder of the study area contributes to the success of the town center.

Since the incorporation of the city of Damascus, the county no longer is the jurisdiction with land use planning authority. The city of Damascus, therefore, is responsible for meeting this condition.

The Discussion Draft Concept Plan map indicates the location of a new city center in the 232nd / Hwy. 212 area. This city center will serve to fulfill Metro's town center design type. The arrangement and sizing of the city center and neighborhood centers throughout the study area reinforces the notion of the city center being the main focus for retail and office uses. The land use implementation strategies, which are part of the Title 11 product, will address this condition at a conceptual level. The city of Damascus will need to develop and adopt strategies / implementation measures during the comprehensive plan process to fully satisfy this condition.



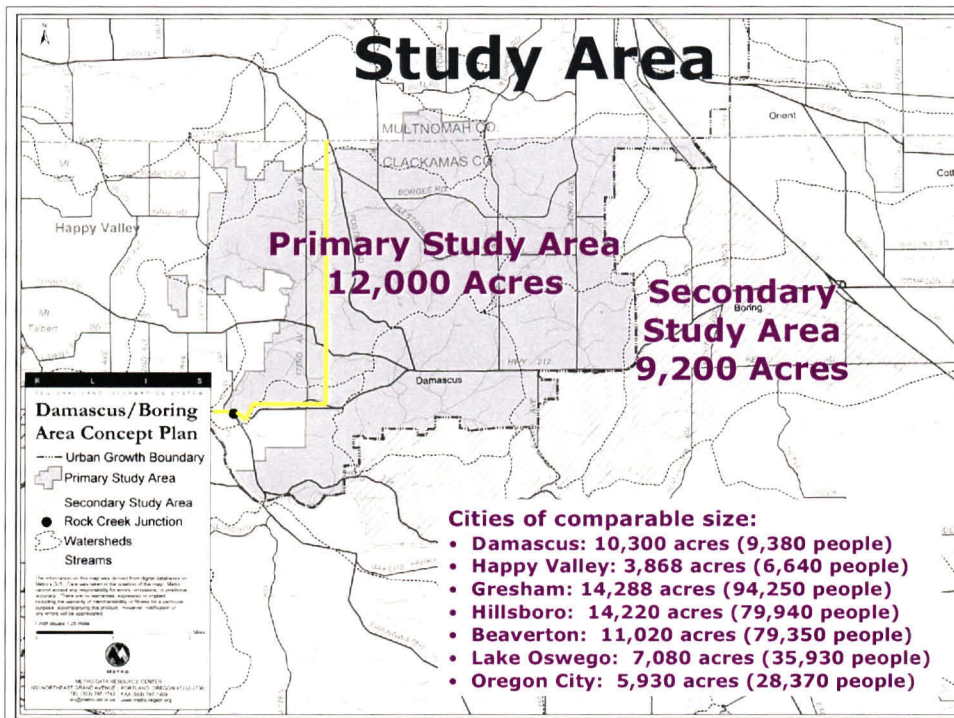
Damascus/ Boring

Concept Plan

Metro Council Briefing Packet

September 27, 2005

Andy Cotugno
Planning Director
Metro | Portland, Oregon





Damascus/Boring Concept Plan

Project Goals

- ❖ **Goal A: Community**
- ❖ **Goal B: Employment**
- ❖ **Goal C: Housing**
- ❖ **Goal D: Transportation**
- ❖ **Goal E: Natural Resources**
- ❖ **Goal F: Public Facilities**
- ❖ **Goal G: Rural Character**
- ❖ **Goal H: Future Growth**
- ❖ **Goal I: Feasibility**
- ❖ **Goal J: Urban Design**



Damascus/Boring Concept Plan


Public Process

- ❖ **Committee for Public Involvement**
- ❖ **26-member advisory committee that includes citizens, agencies and other interests**
- ❖ **Project website**
- ❖ **Newsletters and monthly newspaper articles**
- ❖ **Community forums at key decision points**



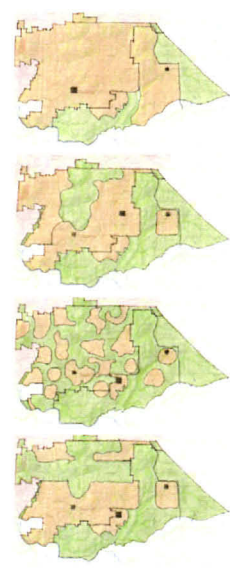
Damascus/Boring Concept Plan

Urban Form Big Ideas




Damascus/
Boring
Concept Plan

- ❖ Metropolitan area expansion
- ❖ Three distinct communities
- ❖ Villages
- ❖ East/West Buffer/
Urban Farm Belt



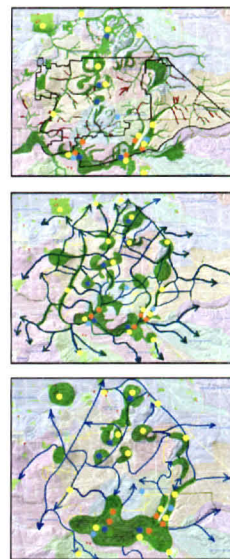
Damascus/Boring Concept Plan

Green System Big Ideas




Damascus/
Boring
Concept Plan

- ❖ Baseline level of protection of riparian corridors
- ❖ Expanded habitat conservation of wildlife and riparian corridors
- ❖ "Big Park" south of Highway 212 - Forest Park East



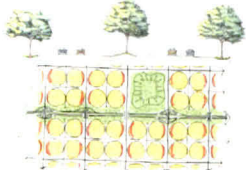

Damascus/Boring Concept Plan

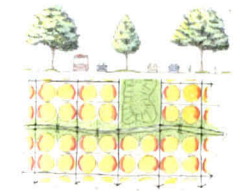

Transportation Big Ideas

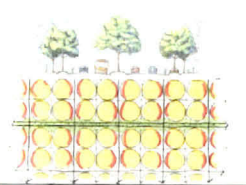



Damascus/
Boring
Concept Plan

- ❖ **Limited-access highway (several alignments)**



- ❖ **Mixed-access parkway (north and south)**

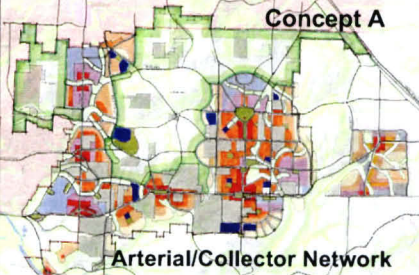


- ❖ **Arterial/Collector street network**

Damascus/Boring Concept Plan

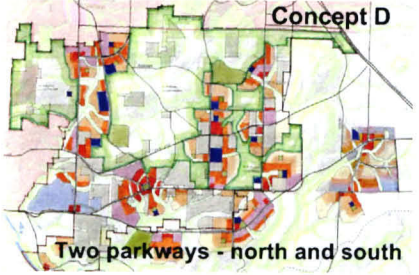
Alternatives Analysis

Concept A



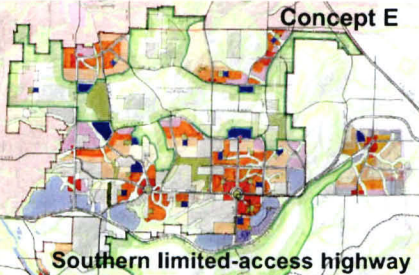
Arterial/Collector Network

Concept D



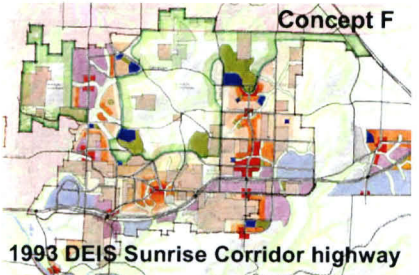
Two parkways - north and south

Concept E



Southern limited-access highway

Concept F



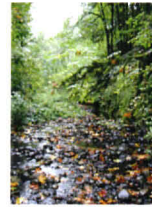
1993 DEIS Sunrise Corridor highway



Damascus/Boring Concept Plan

Some Key Issues...

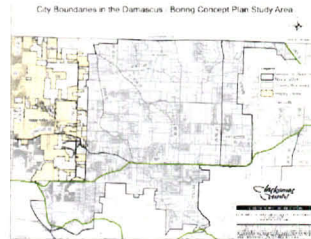
- ❖ **Balancing urban form, transportation and natural resource protection**
- ❖ **Development and conservation of the buttes**
- ❖ **Leaving mixed-use areas intact and minimizing impacts to neighborhoods**
- ❖ **Re-evaluating need for Sunrise Corridor, including 1993 DEIS alignment**




Damascus/Boring Concept Plan

...Some Key Issues

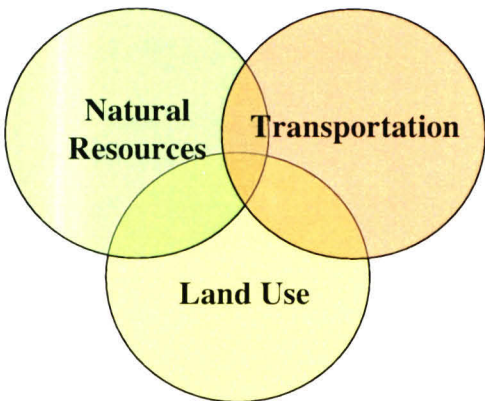
- ❖ **Changes in governmental roles and responsibilities**
- ❖ **Maintain separation between cities of Damascus and Happy Valley**
- ❖ **Jobs/housing balance**
- ❖ **Recommendations for secondary study area/future growth**




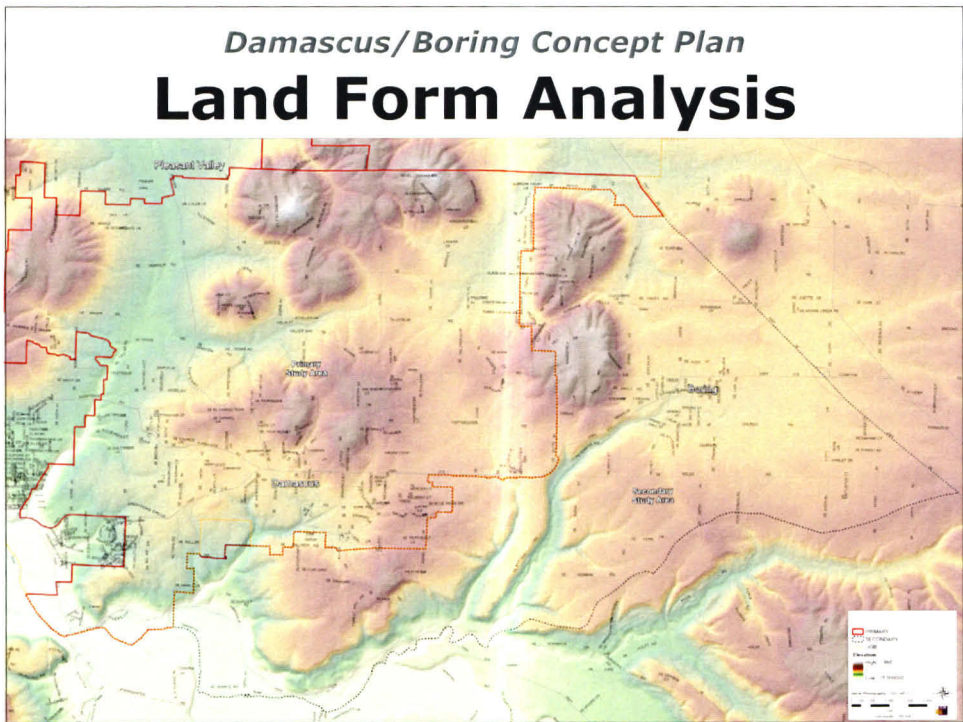
Damascus/Boring Concept Plan
Where We Are Now



❖ **Draft concept plan for public review**

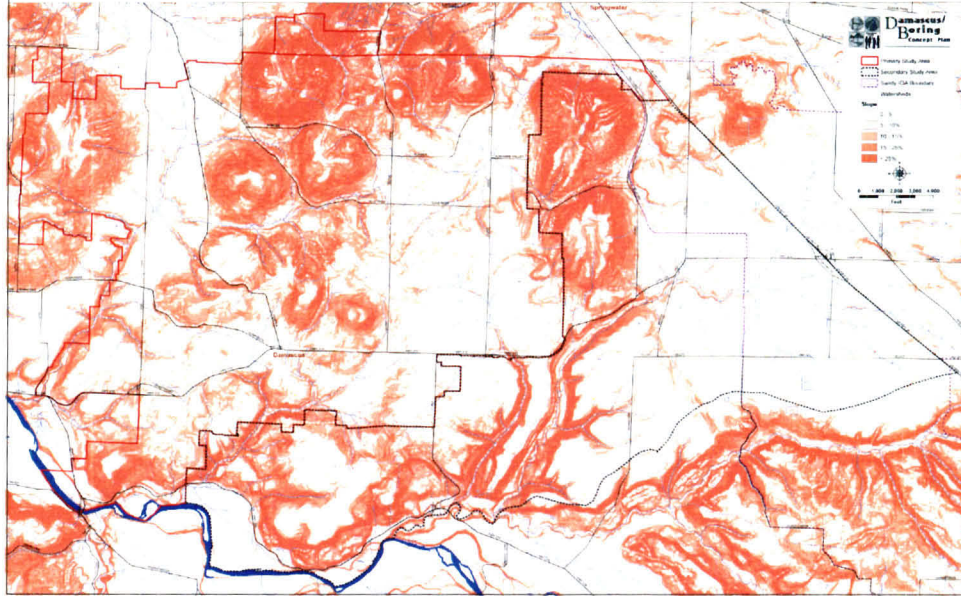






Damascus/Boring Concept Plan

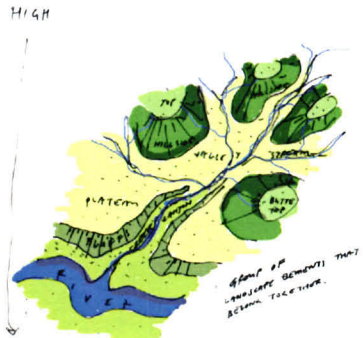
Topography



Damascus/Boring Concept Plan

Watershed Approach

wa·ter·scor·pi·on (wō'tər skōr'pē ən, wot'ər-), *n.* any of several predatory aquatic bugs of the family Nepidae, having a long respiratory tube at the end of the abdomen. [1675-85]
wa·ter·shed (wō'tər shed', wot'ər-), *n.* 1. the region or area drained by a river, stream, etc. 2. the ridge or crest line dividing two drainage areas. 3. an important point of division or transition. [1795-1805]
wa·ter shield /-n. 1. an aquatic plant. *Brasenia schreberi*. of the wa-





Draft Damascus/Boring Concept Plan

Landscape-Based Place Making

- ❖ A three part land use, conservation and urban design framework
- ❖ Comprises a transect from the urban lowlands to the forested uplands
- ❖ Defines a framework for land use and conservation in the buttes

Part A - Urban Area (less than 15% slope)

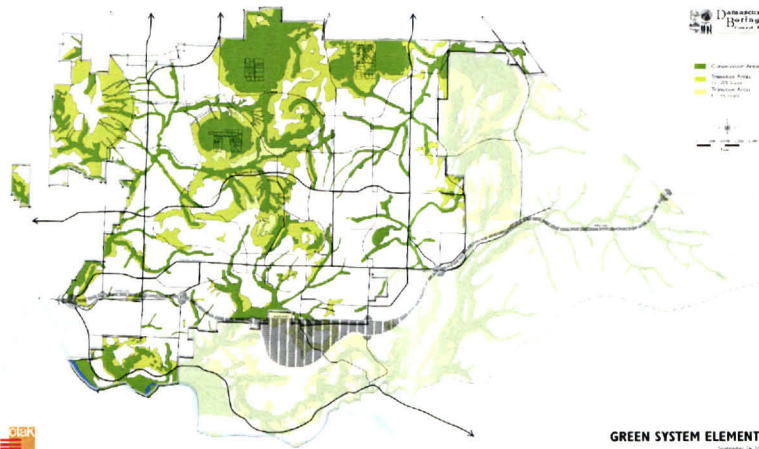
Part B - Transition Area (15-25% slope)

Part C - Conservation Area (greater than 25% slope, class I and II riparian, Title 3 and selected butte tops)



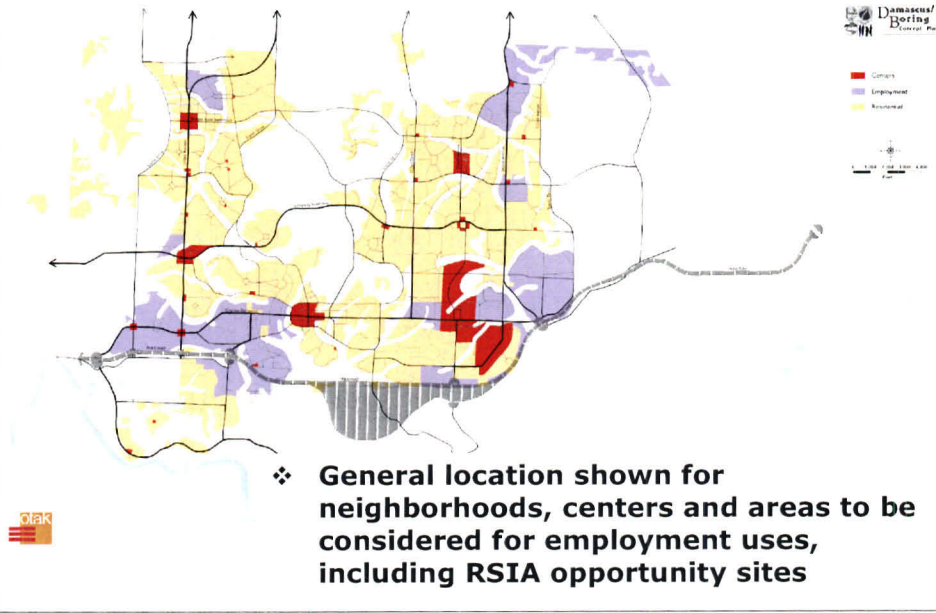
Draft Damascus/Boring Concept Plan

Green System

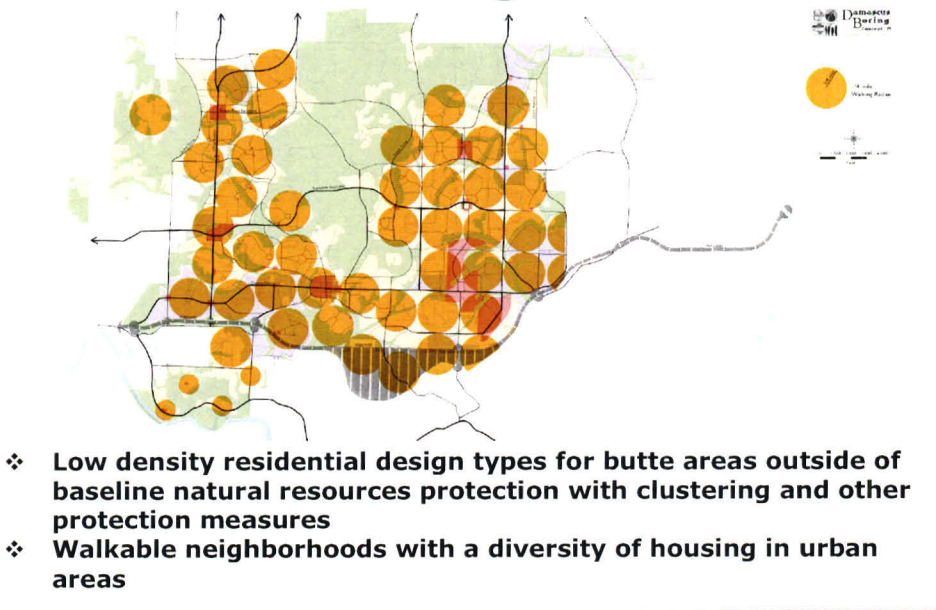


- ❖ **Baseline level of protection includes Title 3, Class I and II riparian areas, steep slopes and selected butte tops**
- ❖ **Clackamas River Bluffs and Canyon Natural area**
- ❖ **Additional lands and wildlife corridors to be identified for protection**

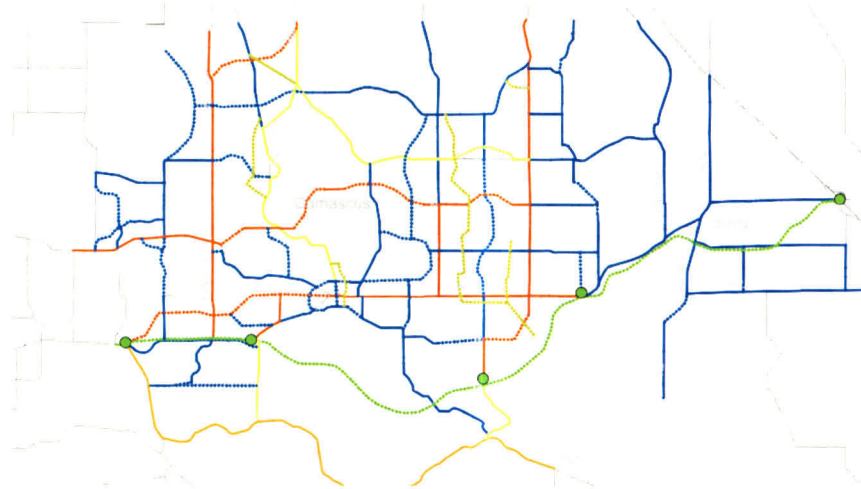
Draft Damascus/Boring Concept Plan
Urban Areas



Draft Damascus/Boring Concept Plan
Walkable Neighborhoods



Draft Damascus/Boring Concept Plan
Arterial and Collector Network



- ❖ Expanded system of arterials and collectors and a southern limited-access parkway for through traffic and freight

Draft Damascus/Boring Concept Plan
Limited-Access Parkway



- ❖ 45 mph for through traffic and freight mobility
- ❖ Includes multi-use trail
- ❖ Green, park-like transition integrated with natural surroundings, showcasing the area's natural beauty

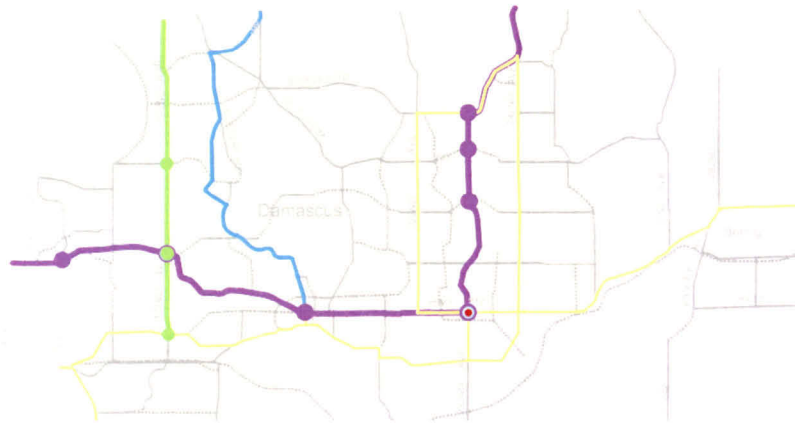


Great Streets

- ❖ Integrate land use and transportation through street design
- ❖ All streets to include sidewalks and bikeways
- ❖ Better-connected street systems that allow easier walking and access to transit
- ❖ Scenic drives with multi-use paths frame valleys



Transit System



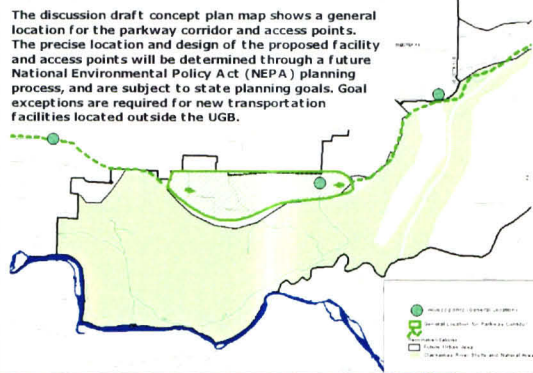
- ❖ Extensive mix of regional and community transit with direct connections to Gresham, Clackamas, Columbia Corridor, downtown Portland, Boring and Sandy



Draft Damascus/Boring Concept Plan

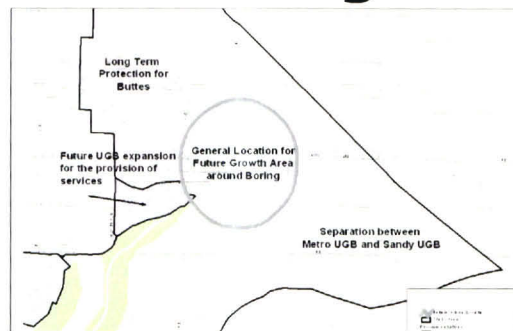
Future Growth - Damascus

- ❖ Expand urban uses south of Highway 212 and east toward Noyer Creek
- ❖ Parkway generally located south of Highway 212 between Richardson and Noyer Creeks, with limited urban development south to Clackamas bluff area



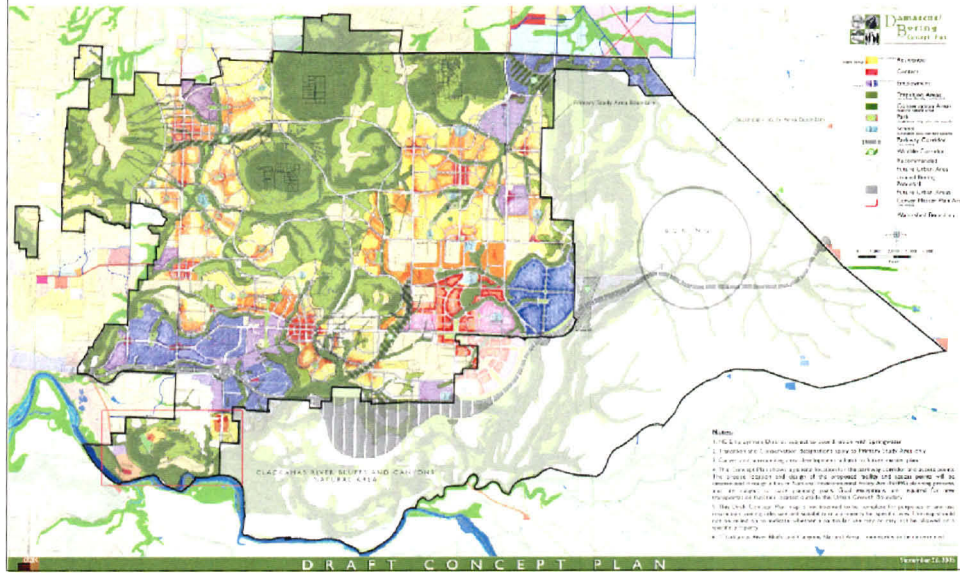
Draft Damascus/Boring Concept Plan

Future Growth - Boring



- ❖ Parkway serves as transition from urban to rural, with compact urban village to north
- ❖ Long-term protection for Tower/Zion buttes, Polivka Hill, agriculture south of Kelso Road and east of Boring center

Damascus/Boring Concept Plan Draft Concept Plan



Draft Damascus/Boring Concept Plan

Basic Metrics

New Dwelling Units: 25,000
New Employees: 45,000

Net Buildable Land by Land Use Type

Residential: 2,459 net acres
10.1 du / net residential buildable acre
50.9% multi family / 49.1% single family

Employment: 1,130 net acres
1.7 jobs per household
466 acres in RSIA Opportunity Sites

**Natural Resource, Open Space
and Parks: 4,572 total acres**
37.6%



Draft Damascus/Boring Concept Plan

Metrics Comparison

	Total net buildable land for housing	Total net buildable land for employment	Natural resources, parks & open space	New dwelling units capacity	New jobs capacity	Estimated new population
2002 Metro Estimate	n/a	1,657 acres* 364 acres RSIA 663 acres industrial 630 acres employment	n/a	25,595	63,310*	63,987
Oct 8th Draft Concept Plan	2,459 acres	1,130 acres 466 acres in RSIA Opportunity Sites (acres are included in Industrial total) 682 acres industrial 339 acres employment	4,572 acres	25,000	45,000	67,000

* Estimate from "Jobs Benchmark for Concept Alternatives" memo from Ray Valone to Project Management Team dated January 24, 2005.

Damascus/Boring Concept Plan

Next Steps



Sept. - Dec. 2005

❖ **OCTOBER 8
COMMUNITY FORUM**

❖ **Develop implementation strategies and draft purpose and need for parkway**



❖ **AC considers public comments to develop recommended concept**





Damascus/Boring Concept Plan

Post-Concept Plan Process...

December 2005

- ❖ Concept plan map forwarded to cities of Damascus, Gresham and Happy Valley, Clackamas County and Metro policy committees
- ❖ Cities begin more detailed planning
 - ❖ Comprehensive plans – map and policies, including TSPs
 - ❖ Zoning ordinances and map
 - ❖ Capital improvement plans for public facilities and transportation

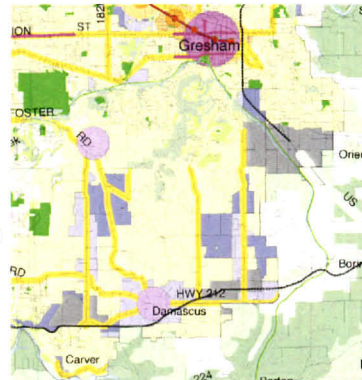


Damascus/Boring Concept Plan

...Post-Concept Plan Process

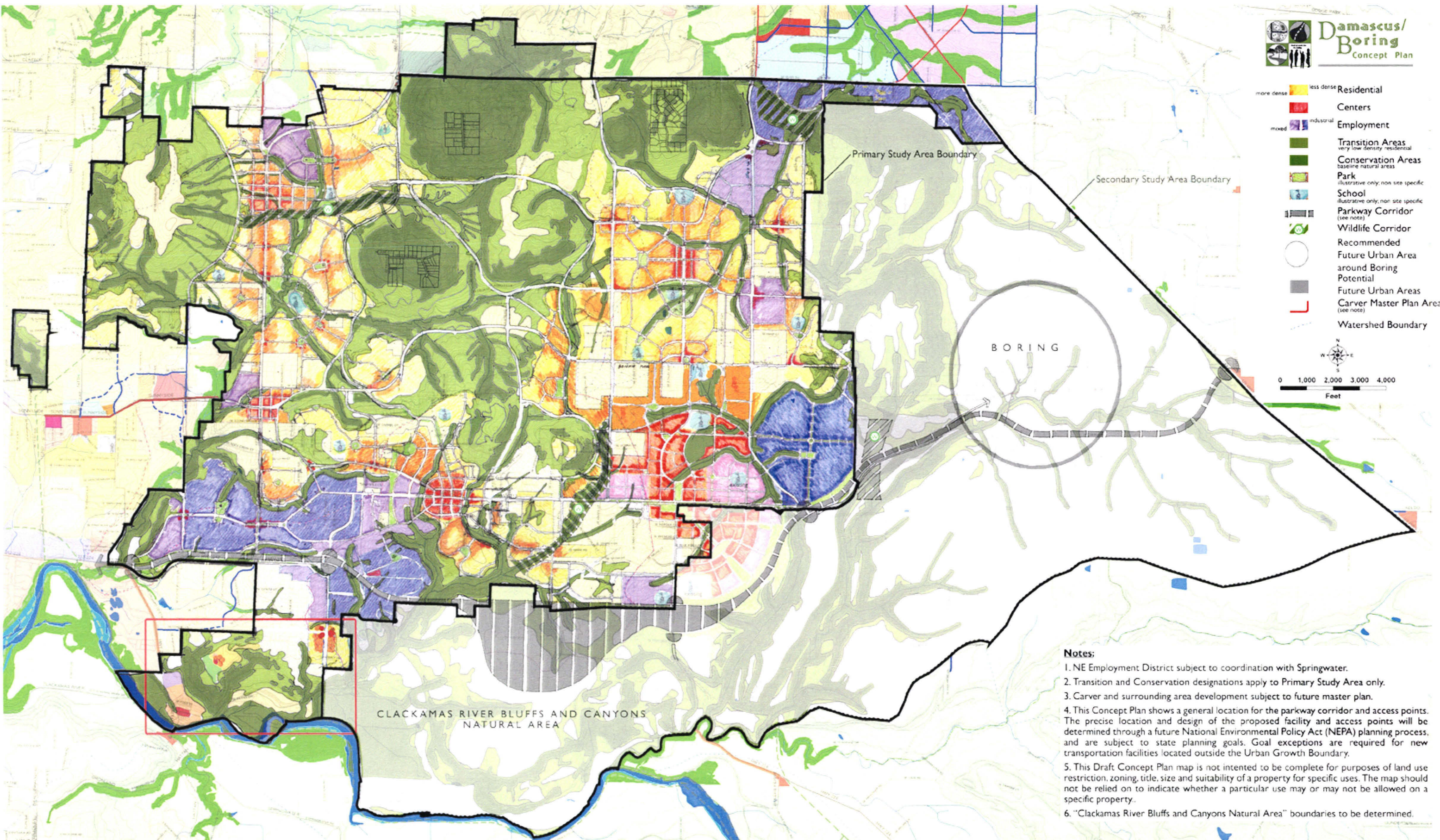
2006 and beyond

- ❖ Regional plan amendments identified
- ❖ Coordination with Sunrise Project
- ❖ NEPA review process for parkway and other major transportation facilities (CETAS)
- ❖ State goal exceptions process, if needed





Damascus/ Boring Concept Plan



- more dense Residential
- less dense Residential
- Centers
- Employment
- Transition Areas
very low density residential
- Conservation Areas
baseline natural areas
- Park
illustrative only, non site specific
- School
illustrative only, non site specific
- Parkway Corridor
(see note)
- Wildlife Corridor
- Recommended
Future Urban Area
around Boring
Potential
- Future Urban Areas
Carver Master Plan Area
(see note)
- Watershed Boundary

Notes:

1. NE Employment District subject to coordination with Springwater.
2. Transition and Conservation designations apply to Primary Study Area only.
3. Carver and surrounding area development subject to future master plan.
4. This Concept Plan shows a general location for the parkway corridor and access points. The precise location and design of the proposed facility and access points will be determined through a future National Environmental Policy Act (NEPA) planning process, and are subject to state planning goals. Goal exceptions are required for new transportation facilities located outside the Urban Growth Boundary.
5. This Draft Concept Plan map is not intended to be complete for purposes of land use restriction, zoning, title, size and suitability of a property for specific uses. The map should not be relied on to indicate whether a particular use may or may not be allowed on a specific property.
6. "Clackamas River Bluffs and Canyons Natural Area" boundaries to be determined.

How has the public been involved in the process?

To date the project has provided five community forums, many smaller meetings and ongoing opportunities for people to become informed about the progress of the plan. Planning for a new city and a large geographic area affects many stakeholders, from individual property owners to businesses and local, regional and state governments. The project team has worked with all of these interests throughout the planning process, and has kept the public informed and involved in a variety of ways, including the following.

- 1 A project website describes the concept plan project and has newsletters, public meeting notices, Advisory Committee meeting summaries, technical reports and project summaries (www.co.clackamas.or.us/dtd/Ingplan/damascus).
- 2 A series of well-attended community forums began in January 2004. The first two forums focused on identification of the core values of the community. Themes emphasized by citizens included well-designed communities and core areas, employment opportunities, transportation choices, rural character, sense of community and environmental responsibility.
- 3 A third community forum was held in June 2004 to review and refine information about existing area conditions and land use, transportation and natural resources issues. Community members provided many helpful comments on the existing conditions.
- 4 Two additional community forums, three open houses and several focus groups were held in October 2004 as part of a design workshop. The design workshop and public meetings, which involved a broad spectrum of the community and interested stakeholders, produced eight alternative concept plans that represented possible scenarios for future growth in the area.
- 5 Focus groups were held in April, May and July 2005 with farmers, developers and citizens to gain their input and perspective on the draft plan.

- 6 A series of articles in the Damascus/Boring Observer in 2005 provided monthly updates to the community.
- 7 Presentations and briefings -- The project team attended community planning organization (CPO) meetings and gave briefings to public agency staff and officials, and other interested groups.



CITIZENS HAVE HAD THE OPPORTUNITY TO REVIEW THE PROGRESS OF THE PLAN AT FIVE COMMUNITY FORUMS TO DATE, STARTING IN JANUARY OF 2004. THE FINAL COMMUNITY FORUM WILL BE OCTOBER 8, 2005, AT DEEP CREEK ELEMENTARY SCHOOL.

What will happen at the community forum?

The community forum is a key opportunity for you to provide input into the Damascus/Boring/east Happy Valley Concept Plan. The concept planning process is scheduled to conclude in December of this year. At the forum, you will see and hear an overview of the plan's components -- natural resources, public facilities, transportation and land use -- and be asked to discuss and comment on the plan. People are asked to arrive between 11 a.m. and 1:30 p.m. and plan to stay for 1-1/2 hours to fully participate in the guided open house and small group discussions that will follow.

Will there be other opportunities for people to give input on the draft concept plan?

Yes, public input on the draft concept plan will be accepted through October 22, 2005. The draft concept plan map, an on-line survey and related information will be available October 9 -- October 22 on the web at www.clackamas.or.us/dtd/Ingplan/damascus/ or by contacting Lorraine Gonzales, 503-353-4541 or lorraineg@co.clackamas.or.us. The map is also available for review at the Damascus and Happy Valley city halls.

The draft concept plan and implementation strategies will be finalized by the Project Advisory Committee in November and December. Your comments will be considered during those final discussions and deliberations.

The community forum and two-week comment period give the public another chance to comment before the plan is finalized by the project Advisory Committee and handed over to the cities in December. Once the cities receive the final concept plan, they will use it to help guide the development and/or amendment of comprehensive plans and zoning ordinances. The cities will provide additional opportunities for the community to be involved in the next few years as they work through their processes.

What's next?

Creating a great concept plan is just the start. Successful implementation of the concept plan can only happen through strong comprehensive plan policies, flexible zoning ordinances, capital improvement plans for transportation and other services, and public/private partnerships. Individual property owners will make decisions about developing their land, what they want to build and when. The cities of Damascus and Happy Valley, and Gresham for a small area, will begin more detailed planning when the concept plan is completed. The cities of Damascus and Happy Valley are expecting to begin their comprehensive planning and zoning work in early 2006. As part of those efforts, the cities will provide opportunities for public involvement.

How can I get more information?

Large maps of the draft concept plan are available for review at the Damascus and Happy Valley city halls. For more information about the October 8 community forum or the Damascus/Boring Concept Plan:

- 1 Contact Lorraine Gonzales at 503-353-4541 or lorraineg@co.clackamas.or.us or
- 2 Go to www.co.clackamas.or.us and search for Damascus/Boring Concept plan.

For more information about how the final concept plan will be used by the cities, please contact your city.

- 1 Damascus -- <http://www.damascusontheweb.com/default.aspx> or 503-658-8545
- 2 Happy Valley -- <http://www.ci.happy-valley.or.us/> or 503-760-3325

Community Forum #6 -- Damascus/Boring Concept Plan

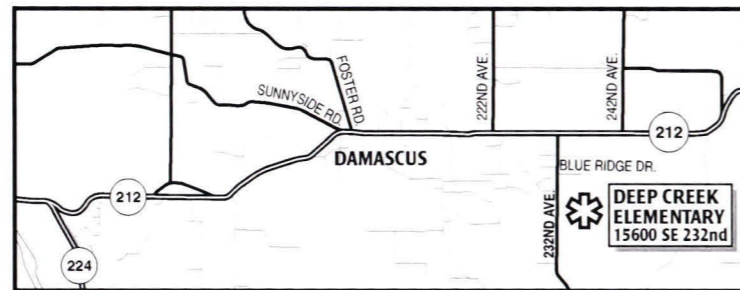
11 a.m. -- 3 p.m., Saturday, October 8, 2005

Deep Creek Elementary School, 15600 SE 232nd Dr. (see map below)

What will Damascus and east Happy Valley look like in 20 years?

Join us October 8 for a guided open house and discussion to review the draft plan and let us know what you think.

(Please come between 11 a.m. and 1:30 p.m. and plan to stay for 1-1/2 hours.)



Please Join Us!
COMMUNITY FORUM #6 -- DAMASCUS/BORING CONCEPT PLAN

Between 11 a.m. and 3 p.m.

Saturday, October 8, 2005

Deep Creek Elementary School,

15600 SE 232nd Dr., Damascus

(Please plan to come between 11 and 1:30 and stay for 1-1/2 hours.)

This newsletter is a project update and invitation for you to join us for the sixth and final meeting in a series of community forums for the Damascus/Boring Concept Plan. For two years, citizens, government officials, planners and technical experts have worked to develop a concept plan for the 12,000 acres of Damascus and east Happy Valley that were brought into the Urban Growth Boundary (UGB) in 2002. A map of the draft concept plan and a description of its elements are inside this newsletter. This newsletter also includes background information about the process and next steps.

Residents and other interested citizens are invited to review and comment on the draft concept plan for Damascus and east Happy Valley at the sixth and final community forum in the concept plan process. The community forum will be held from 11 a.m. to 3 p.m., Saturday, October 8, at Deep Creek Elementary School, 15600 SE 232nd Avenue.

What is the concept plan and why is it important?

This concept plan is the first step in planning for urban development in your community.

- 1 It identifies general patterns of future development.
- 2 It identifies the transportation and other systems that will be shared by Damascus, Happy Valley, Gresham and Clackamas County, and may impact nearby communities.
- 3 It is the starting point for the detailed planning that will need to be completed by the cities of Damascus, Happy Valley and Gresham before any new urban development can occur in the study area.

source of drinking water for more than a quarter of a million people. While these natural features provide open space, scenic vistas and recreational opportunities, they also pose challenges to urban development and to providing transportation and other public facilities.

When Metro brought this area into the UGB, many issues remained for the community to resolve during the concept planning process. Concept planning began in September 2003. During the time the plan has been underway, the new city of Damascus has been formed to include 80 percent of the study area, and the city of Happy Valley has annexed 10 percent of the study area. The remainder will eventually be annexed by a city, including a small area that is expected to be annexed by the city of Gresham.

The draft concept plan is the culmination of two years of hard work and cooperation by the cities of Damascus and Happy Valley, Clackamas County, Metro and the Oregon Department of Transportation, with the help of a dedicated 26-member Advisory Committee and area citizens. The Advisory Committee includes area residents and property owners, representatives from participating local governments and members of affected organizations, such as service providers, school districts and environmental organizations.

- 4 Early in 2004, the project identified community core values and project goals.
- 5 Staff gathered baseline information about the area to identify major issues for future plans.
- 6 Community workshops in October 2004 gave citizens the opportunity to work with design teams to create alternative concept plans showing how the area could develop over the next 25 years and beyond. Workshop participants prepared eight alternative concept plans that showed how natural resources, land use and transportation plans could be integrated.
- 7 The Advisory Committee selected four of those plans, representing a wide range of choices including the most important distinguishing features identified in the eight original alternative plans.
- 8 Technical teams analyzed the four alternative plans to determine how well they met the project's goals and objectives and completed the evaluation with input from the Advisory Committee. (Maps of the alternatives and the results of the evaluation are available on the project website.)

How was the draft concept plan developed?

The primary study area for the concept plan is the 12,000 acres located directly south of Gresham in Clackamas County that Metro brought into the UGB in 2002. This is a beautiful area with pastoral valleys, lava domes and wooded buttes. The area also contains a number of environmentally sensitive creeks including Richardson, Rock, Deep, Sunshine and Noyer, which drain into the Clackamas River, home to endangered species of fish and



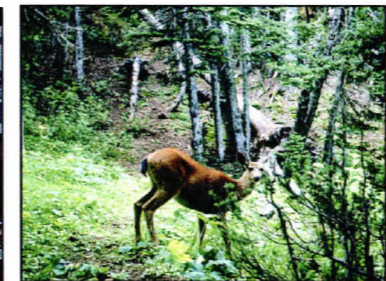
GOAL D - PART OF AN EFFECTIVE TRANSPORTATION SYSTEM; A PARKWAY WITH MULTI-USE TRAILS AND ACCESS TO THE COMMUNITY AT FOUR LOCATIONS.



GOAL A - "GREAT STREETS" WILL SUPPORT A RANGE OF TRAVEL OPTIONS IN CORE MIXED-USE AREAS AND LIVEABLE NEIGHBORHOODS.



GOAL C - HOUSING CHOICES FOR PEOPLE OF ALL INCOME LEVELS AND LIFE STAGES ARE PROVIDED FOR IN THE PLAN.



GOAL E - NATURAL FEATURES, FISH AND WILDLIFE HABITAT AND SPECIAL PLACES ARE INTEGRATED INTO A WELL-DESIGNED COMMUNITY.

In May 2005 the Advisory Committee began developing the draft concept plan based on the lessons learned in the technical evaluation of the four alternatives.

Between May and September, the committee deliberated many key issues, including:

- 1 What level of natural resource protection should be planned to protect and enhance the area's unique natural features, fish and wildlife habitat and special places?
- 2 What level of development should be allowed on the buttes, and should design standards be used?
- 3 Where should the Damascus city center be located?
- 4 How much job land is needed and where are the best locations for it in the new community?
- 5 What combination of road and transit improvements will best serve community and regional travel needs?
- 6 Where should a new limited-access parkway be located?
- 7 Should permanent farm designations be part of the future community or does protection of the buttes adequately maintain the character of the area that attracted community members in the first place?

The planning process has been a balancing act of often competing goals and values. The Advisory Committee worked hard to build consensus on the draft concept plan, coordinate and integrate the elements of the four alternative plans that fit best in this unique landscape, and reflect the community's core values and project goals.

GOALS FOR THE DAMASCUS/BORING CONCEPT PLAN

- GOAL A: COMMUNITY**
Create a well-designed community with core mixed-use areas, livable neighborhoods and a range of job opportunities all integrated with the transportation system, natural environment, open space network and public facilities.
- GOAL B: EMPLOYMENT**
Provide for a diverse range and adequate amount of employment opportunities.
- GOAL C: HOUSING**
Provide housing choices for people of all income levels and life stages.
- GOAL D: TRANSPORTATION**
Provide an effective transportation system that provides a range of travel options.
- GOAL E: NATURAL RESOURCES**
Preserve, restore and/or enhance unique areas, natural features, fish and wildlife habitats and special places.
- GOAL F: PUBLIC FACILITIES**
Plan for adequate and coordinated public facilities and services, including sewer, water, storm drainage, police, fire, parks and schools.
- GOAL G: RURAL CHARACTER**
Retain rural character while accommodating a fair share of urban development.
- GOAL H: FUTURE GROWTH**
Recommend long-range boundaries for future expansion of the UGB or designate urban reserves in the Secondary Study Area.
- GOAL I: FEASIBILITY**
Ensure that the concept plan can be implemented.
- GOAL J: URBAN DESIGN**
Ensure the Concept Plan reflects the state of the art of urban design principles and practice, built from centuries of experience, and applied to a new 21st century community.

Elements of the Concept Plan

Following is a brief description of key elements of the draft concept plan as shown on the map.

New Damascus city center and neighborhood centers

The urban fabric of the new community will be anchored with a series of walkable centers with attractive and convenient connections to surrounding neighborhoods and employment areas.

- The new city center, located close to the majority of new households generally between SE 232nd and SE 242nd on both sides of Highway 212, is expected to serve as the heart of Damascus. The city center will have a mix of civic uses such as city hall, a city library and perhaps a post office, as well as shopping, professional and medical offices, and housing. The city center is envisioned as an attractive and desirable residential neighborhood, with easy access by foot and transit to jobs and services.
- A number of neighborhood centers will provide retail and services that meet residents' daily shopping needs (such as groceries, cleaners, barber shops and pharmacies) along with housing. These centers will be well served by transit.

Walkable neighborhoods and housing diversity

The draft plan includes a variety of new housing opportunities throughout the area to accommodate approximately 25,000 new households. The new housing would be a mix of detached (single-family) housing and attached housing located primarily around the town center, neighborhood centers and regional transit corridors.

- Detached housing includes a mix of small, medium and larger lot sizes.
- Attached housing, structures with two or more physically attached units, includes duplexes, town homes, row houses, condominiums, apartments and most forms of senior housing.

Employment areas and jobs

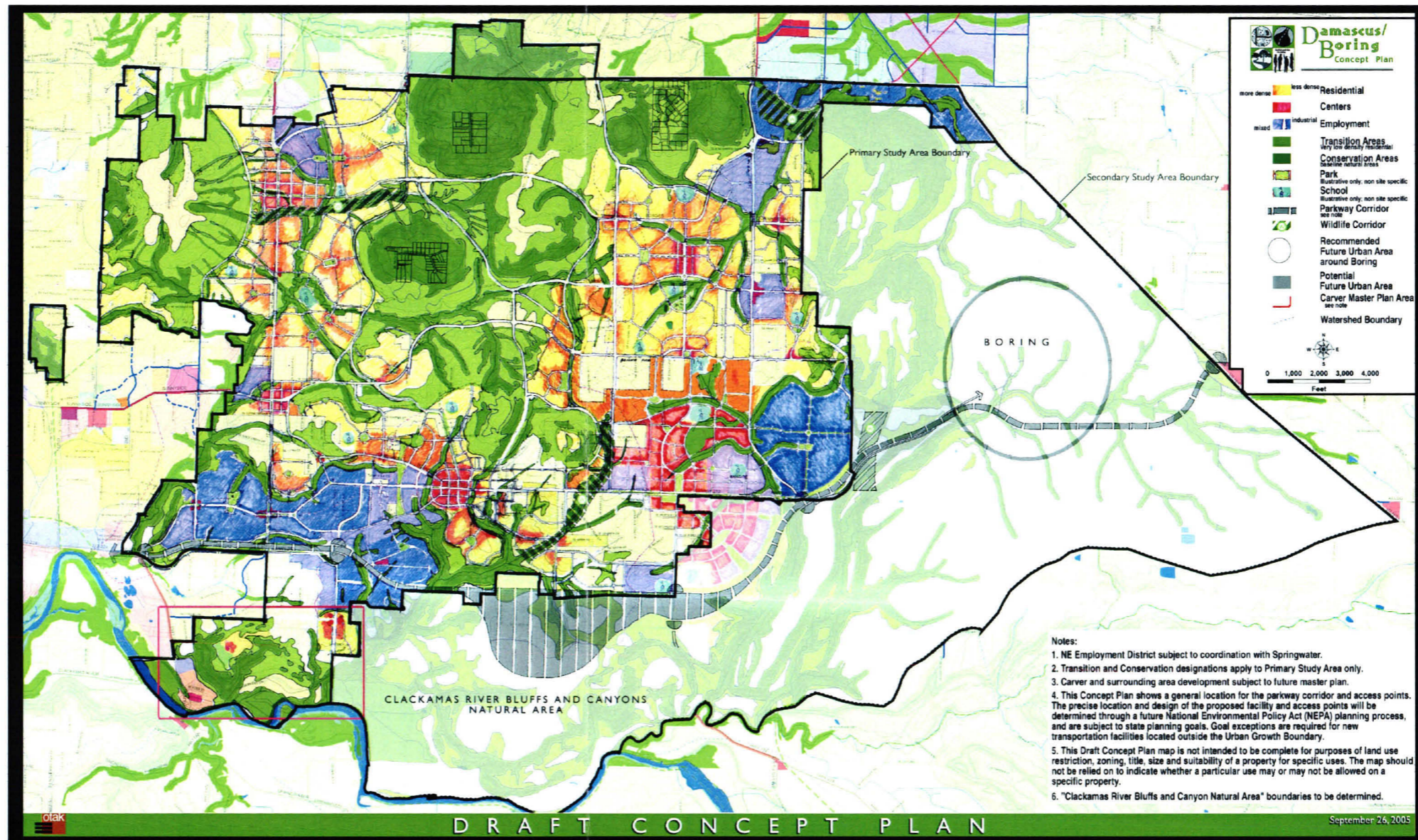
The draft plan includes a variety of opportunities for employment to accommodate about 45,000 new jobs. The majority of these jobs will be located in two types of employment areas: industrial and mixed employment.

- Examples of industrial uses include research and development, tech/flex and manufacturing activities such as printing and publishing, metals fabrication and electronics, local distribution, research and development, and business support services. These uses need generally larger sites that are relatively flat with good access to I-205 and US 26.
- Mixed employment areas are expected to be suitable for offices, small-scale manufacturing, tech/flex, creative arts and other businesses that can thrive on smaller sites, in multi-tenant buildings and, in some cases, multistory buildings. Examples include corporate offices, business services, insurance carriers, hospitals and clinics, machinery fabrication, electronics and computer firms, bio-medical research and computer programming. These will be more walkable areas with some support retail and services.

Transportation

The draft plan provides a coordinated land use and transportation system to relieve area congestion, improve safety and support all modes of travel. This includes a well-connected network of arterial streets (such as SE 172nd) and collector streets (such as SE Borges) with sidewalks and bike facilities, special pedestrian features on transit streets and main street designs in centers.

- The map shows four new major arterial streets, 23 new minor arterial and collector streets, and a conceptual alignment for the southern limited-access parkway.
- The transportation facilities are generally located to minimize the impact on natural resources and provide multiple routes to local destinations.
- The plan calls for direct transit connections to Gresham/Springwater, Clackamas regional center, the Columbia Corridor, downtown Portland, Boring and Sandy. Transit streets include Tillstrom Road, Sunnyside Road extension, 242nd Avenue, 23rd Avenue, 172nd Avenue, Foster Road and Highway 2.
- There were also numerous ideas for "great street" including those described below.
- Limited-access parkway** – The primary, long-term, through-traffic and freight connection to US 26 is proposed to be designed as a limited access parkway. This principal arterial connection would minimize the diversion of through traffic



- Notes:
- NE Employment District subject to coordination with Springwater.
 - Transition and Conservation designations apply to Primary Study Area only.
 - Carver and surrounding area development subject to future master plan.
 - This Concept Plan shows a general location for the parkway corridor and access points. The precise location and design of the proposed facility and access points will be determined through a future National Environmental Policy Act (NEPA) planning process, and are subject to state planning goals. Goal exceptions are required for new transportation facilities located outside the Urban Growth Boundary.
 - This Draft Concept Plan map is not intended to be complete for purposes of land use restriction, zoning, title, size and suitability of a property for specific uses. The map should not be relied on to indicate whether a particular use may or may not be allowed on a specific property.
 - "Clackamas River Bluffs and Canyon Natural Area" boundaries to be determined.

freight trucks to Highway 212 and other local arterials, and allow the existing Highway 212 to function as a local arterial street and a grand boulevard through the city center. The parkway also provides critically needed regional access to the Damascus city center and industrial/employment areas in Damascus and Happy Valley. The parkway would include a multi-use trail; showcase natural areas and panoramic views of the mountains, streams and forests, and provide a green, park-like transition throughout the corridor. Access to the parkway would be limited to the four locations shown on the map that will serve both as gateways to the community and as freight access points to Damascus employment areas.

Damascus Boulevard – The extension of existing Highway 212 west will create a key east-west route that connects both the local and adjacent communities. (It was dubbed the Champs Damascus in Advisory Committee discussions, a reference to the famous Champs Elysees in Paris.)

232nd Main Street – 232nd Avenue through the Damascus city center will define the central spine of Damascus' city center and provide a key connection between east side neighborhoods.

Four North-South Scenic Drives: Scouter (162nd), Foster, East Butler and 257th – These four streets are designed to flow with the landscape, following the "base of butte" topography along the west and east sides of the Rock Creek and Noyer-Sunshine valleys. (Terwilliger Parkway in Portland is a model for this street design.)

Sunnyside Road Extension – The recommended route is intended to minimize the impact to slopes and conservation areas. The route now connects to Bohna Park Road, which simplifies the convergence of Sunnyside, Weise and Tillstrom roads as they emerge from the buttes. More study will be needed to determine the best route for this key east-west connection, which will tie together the two valleys and connect many centers and neighborhoods.

Regional trails – The draft plan includes a regional trail system that builds on trails already planned for the area. Connections have been added from Happy Valley, Damascus and Boring to the urban area to the north and west, the Clackamas River, Sandy and the Mount Hood National Forest. The regional trail system, an important component of the entire transportation system, will primarily provide connections between communities, regionally significant natural features and other regional trails. The regional trail system will serve as a starting point for a trail master plan to be developed by the cities through their future comprehensive planning.

Wildlife Corridors

Four key connections have been identified for wildlife movement, tying together the butte systems, the creeks and the Clackamas River.

Conservation areas

The draft plan provides a conceptual baseline of natural resources protection called conservation areas that includes:

- Stream corridors
- Floodplains
- Wetlands
- Areas with slopes of 25 percent or more identified as part of a scientific inventory
- The tops of several buttes that cannot be accessed without crossing steep slopes

Existing houses will be able to stay and limited additional development opportunities may be provided. Some of the baseline areas will become part of city park systems or open space in housing subdivisions, and some will continue to be managed by private home and business owners. When the cities of Happy Valley and Damascus develop and/or amend their comprehensive plans and zoning ordinances, they will conduct additional inventories to identify specific land use opportunities for those properties.

Transition areas

The lower slopes of the buttes and some areas along stream corridors have been identified as places to transition from protection of natural resources to the more intense urban development proposed for the valley floor. These areas will have a mix of houses and natural resources protection, depending on property owners' choices, that range from very low density residential, to clusters of housing interspersed with protected natural areas, to full protection of natural values with development rights that can be used in other parts of the community.

Possibility of urban farms

The plan attempts to meet the community's desire to maintain rural character in many ways. One technique under consideration, which the Advisory Committee wants to hear the public's opinion on, is the possibility of identifying some farming areas to include in the transition areas to assure that there will be privately owned and operated farming operations in the community's long-term future.

Schools and parks

The draft plan accounts for parks and schools. Those shown on the map are for illustrative purposes only and are not intended to indicate areas where the cities or school districts have made a commitment to purchase land. Diagrams have been developed showing the relationship between schools, parks and neighborhoods -- they are not intended to be site specific.

Schools – Based on population estimates, the area will need approximately 10 elementary, three middle and two high schools to serve the future student population. These facilities will be spread among the Gresham-Barlow, North Clackamas and Centennial school districts.

Parks – Neighborhood, community and regional parks will be needed, especially in areas with higher residential densities. Natural areas and schools are planned to be integrated with parks, and linear greenways and trails will ensure a well connected park system. The plan also includes the idea of a big park or protected natural area along the Clackamas River and its bluffs and canyons.

Public Facilities

Service providers have begun discussing how best to serve the area as it grows.

- The Sunrise Water Authority has already prepared a master plan to serve urban levels of development. It will extend water lines and provide new pumps, sources of supply, reservoirs and larger pipelines.
- New storm water systems will be built to protect water quality in streams and protect the community from storm water overflows.
- New techniques for storm drainage may include developing "green streets," regular street sweeping, illegal discharge detection and correction, using reclaimed water, limiting the use of chemical and fertilizer products and shared detention/treatment facilities for drainage sub-basins.

Future urban areas

The concept plan recommends areas Metro should and should not consider when expanding the UGB in the future, with the understanding that Metro must first consider criteria in state law when making this decision. A few areas have been identified for future expansion south of the current UGB, and the Tower and Zion hills and Boring (which is seen as a rural village) are not recommended to be included in future UGB expansions.