

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) ORDINANCE NO. 00-878
ORDINANCE NO. 95-625A TO AMEND THE)
2040 GROWTH CONCEPT MAP AND) Introduced by Executive Officer Mike Burton
ORDINANCE NO. 96-647C TO AMEND THE)
EMPLOYMENT AND INDUSTRIAL AREAS)
MAP – DECEMBER 2000

WHEREAS, Metro's regional goals and objectives required by ORS 268.380, the Regional Urban Growth Goals and Objectives (RUGGO), were adopted December 14, 1995 in Ordinance No. 95-625A; and

WHEREAS, RUGGO was transmitted to the Land Conservation and Development Commission (LCDC) for acknowledgement of consistency with statewide land use planning goals; and

WHEREAS, LCDC acted on November 1, 1996 to authorize the RUGGO final acknowledgement Order dated December 9, 1996; and

WHEREAS, the Metro Council adopted the Urban Growth Management Functional Plan in Ordinance No. 96-647C on November 21, 1996 which includes Council-approved changes in certain 2040 Growth Concept design type designations as part of 2040 Growth Concept implementation; and

WHEREAS, functional plans must remain consistent with RUGGO, including the 2040 Growth Concept Map; and

WHEREAS, changes in industrial and employment areas in the Cities of Beaverton Hillsboro and Portland and Clackamas County have been requested and changes in employment areas in Johnson City have been recommended by staff; and

WHEREAS, RUGGO Goal 1 requires that amendments to RUGGO involve MPAC for public and local government review prior to final Metro Council action; and

WHEREAS, amendment of acknowledged RUGGO requires a 45 day notice to the Department of Land Conservation and Development under ORS 197.610 which has been sent; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the 2040 Growth Concept Map, a part of the Regional Urban Growth Goals and Objectives in Ordinance No. 95-625A, is hereby amended as indicated on the amended 2040 Growth Concept Map attached as Exhibit A.

2. That the amendments to the 2040 Growth Concept Map are described generally as follows:

A. City of Beaverton

- i. The Industrial Area designation southwest of Cornell Road at Twin Oaks is changed to Employment Area.
- ii. The Employment Area designation on both sides of Highway 217, south of Tualatin Valley Highway is changed to Industrial Area.
- iii. The Inner Neighborhood designation north of Baseline Road and west of 158th Avenue is changed to Employment Area.

B. Clackamas County:

- i. The Corridor and Employment Areas designations in the Johnson Creek and Jennings Lodge industrial areas and the Clackamas Industrial Urban Renewal District of Clackamas County are changed to Industrial Area.
- ii. The Industrial Area designations in the northern portion of the Clackamas Industrial Urban Renewal District and the area adjacent to this area at the intersection of SE 82nd and SE Jennifer Street are changed to Employment Area.
- iii. The Employment Area designations on Sunnyside Road east of SE 97th and around SE 92nd west of Stevens and east of I-205 are changed to inner neighborhood.
- iv. The Industrial Area designation on the Fuller Road Triangle is changed to inner neighborhood.
- v. The Industrial Area designation on the area south of Vernon Street adjacent to the Clackamas Industrial Urban Renewal District is changed to outer neighborhood.

C. The City of Gladstone:

- i. The inner neighborhood designations in the City are changed to outer neighborhood.
- ii. The outer neighborhood designations in the City are changed to inner neighborhood.

D. The City of Hillsboro:

- i. The corridor designation on NW Walker Road between NW 185th Avenue and NW Amberglen Parkway is removed.

- ii. The corridor designation is placed on NW Evergreen Parkway between NW Cornell Road and NW 229th Avenue, on NW Stuckie Avenue between NW Cornell Road and NE Evergreen Parkway, NW 229th/231st Avenue between NW Evergreen Parkway and Baseline Road and SW 231st/SW 234th and protected right of way from Baseline Road to the City border.
 - iii. The center of the Tanasbourne Town Center is changed from NW 185th to the intersection of Cornell Road and Stucki Avenue.
 - iv. The Employment Area designations for the area south of Dawson Creek, west of NE Shute Road, the area south of NW Butler, west of NW 229th and the area south of NW Rockspring, west of NW 206th are changed to inner neighborhood.
 - v. The Industrial Area designation on the western portion of the Tanasbourne West Planned Unit Development is changed to Employment Area.
 - vi. The Industrial Area designations on the south east corner of the intersection of Minter Bridge Road and TV Highway and on the adjacent Washington County River Road Site are changed to Corridor along TV Highway and Outer Neighborhood on the balance of the area.
 - vii. The Employment Area designation on TV Highway, east of SE 10th is changed to Industrial Area.
- E. The City of Johnson City:
- i. The Employment Area designation in the City is changed to Inner Neighborhood.
- F. The City of Milwaukie:
- i. The Regional Center designation in the City is changed to Town Center.
- G. The City of Portland
- i. The Employment Area designation along N. Hayden Meadows Drive is changed to Station Community and Inner Neighborhood.
- H. North Corridor Interstate Light Rail Line
- i. The Station Community designations along North Corridor Interstate Light Rail Line are changed to the adopted light rail alignment.
- I. Airport Extension Light Rail Line
- i. The Station Community designation along the Airport Extension Light Rail Line are changed to the adopted light rail alignment.
- J. South Corridor Light Rail Line
- i. The Station Community designations along South Corridor Light Rail Line are changed to the adopted locally preferred alternative.
- K. December 1997, 1998, 1999 and 2000 Additions to the Urban Growth Boundary
- i. The land brought into the Urban Growth Boundary with Ordinance No. 97-712 is designated as Outer Neighborhood.

- ii. The land brought into the Urban Growth Boundary with Ordinance No. 98-774B is designated Outer Neighborhood.
- iii. The land brought into the Urban Growth Boundary with Ordinance No. 98-777 is designated Inner Neighborhood.
- iv. The land brought into the Urban Growth Boundary with Ordinance No. 98-778 is designated Inner Neighborhood.
- v. The land brought into the Urban Growth Boundary with Ordinance No. 98-779D is designated Inner Neighborhood and Outer Neighborhood.
- vi. The land brought into the Urban Growth Boundary with Ordinance No. 98-781D is designated Town Center, Corridor and Inner Neighborhood.
- vii. The land brought into the Urban Growth Boundary with Ordinance No. 98-782C is designated Main Street and Inner Neighborhood.
- viii. The land brought into the Urban Growth Boundary with Ordinance No. 98-786C is designated Corridor and Inner Neighborhood.
- ix. The land brought into the Urban Growth Boundary with Ordinance No. 99-809 is designated Outer Neighborhood.
- x. The land brought into the Urban Growth Boundary with Ordinance No. 99-811 is designated Outer Neighborhood.
- xi. The land brought into the Urban Growth Boundary with Ordinance No. 99-812A is designated Inner Neighborhood.
- xii. The land brought into the Urban Growth Boundary with Ordinance No. 99-834 is designated Inner and Outer Neighborhood. The Outer Neighborhood designation on the Dammasch area inside the Urban Growth Boundary prior to the adoption of Ordinance No. 99-834 is replaced with Inner Neighborhood.
- xiii. The land brought into the Urban Growth Boundary with Ordinance No. 00-843 is designated Outer Neighborhood.
- xiv. The land brought into the Urban Growth Boundary with Ordinance No. 00-872A is shown as Public Park on the 2040 Growth Concept Map.

L. Urban Reserves

- i. The Urban Reserve designations are removed from the 2040 Growth Concept Map and the Map legend.

K. Highway 47

- i. The Proposed Regional Throughway designation is removed from Highway 47 north of Forest Grove.

K. Regional Transportation Plan Improvements

- i. The Sunrise Corridor is realigned to reflect the Clackamas County Commission's preferred alignment.
- ii. A second I-5 to 99W connector alignment to connecting I-5 to 99W south of Sherwood is added.

3. That the Employment and Industrial Areas Map, a part of the Regional Urban Growth Goals and Objectives in Ordinance No. 96-647C, is hereby amended as indicated on the amended Title 4 Map attached as Exhibit B.

4. The amendments to the Employment and Industrial Areas Map are described generally as follows:

- a. The Industrial Area designation southwest of Cornell Road at Twin Oaks is changed to Employment Area and this designation is extended to north and south of Twin Oaks to Cornell Road.
- b. The Employment Area on the Tualatin Hills Park and Recreation District Skate Park east of 158th is removed.
- c. Employment Area is added north and south of Science Park Drive west of the Sunset Swim Center/Park.
- d. The Employment Area on both sides of Highway 217, south of Tualatin Valley Highway is changed to Industrial Area and this designation is expanded to cover the areas zoned as Industrial by the City of Beaverton.
- e. The Employment Area south of the area described in subsection b. above is removed.
- f. The Industrial and Employment Areas south of Hall Boulevard and west of Highway 217 are removed.
- g. The Employment Area north of Scholls Ferry Road and west of Murray Boulevard is removed.
- h. Industrial and Employment Areas are added south of Jenkins Road and east of 158th Avenue.
- i. Employment Area is added north of Baseline Road and west of 158th Avenue.
- j. The Corridor and Employment Areas designations in the Johnson Creek and Jennings Lodge industrial areas and the Clackamas Industrial Urban Renewal District of Clackamas County are changed to Industrial Area.
- k. The Industrial Area designations in the northern portion of the Clackamas Industrial Urban Renewal District and the area adjacent to this area at the intersection of SE 82nd and SE Jennifer Street are changed to Employment Area.
- l. The Employment Area designations on Sunnyside Road east of SE 97th and around SE 92nd west of Stevens and east of I-205 are removed.
- m. The Industrial designations on the Fuller Road Triangle and the area south of Vernon Street adjacent to the Clackamas Industrial Urban Renewal District are removed.
- n. The Employment and Industrial Area designations on areas locally designated as "Floodplain" on the City's Comprehensive Plan Map are removed.
- o. The Industrial Area designations on the Hillsboro Stadium and several ball fields owned and operated by the City are removed.

- p. The Employment and Industrial Area designations on areas locally designated as "Open Space" on the City's Comprehensive Plan Map within and near the Hillsboro Industrial Sanctuary and near the Tanasbourne Town Center are removed.
- q. The Employment Area designations on The Wellesley Inn and Suites on Cornell Road in the Tanasbourne Town Center, the Cornell-Walker Roads Superblock in the Tanasbourne Town Center and the residential areas within the Tanasbourne Town Center are removed.
- r. The Employment Area designations for the area south of Dawson Creek, west of NE Shute Road, the area south of NW Butler, west of NW 229th and the area south of NW Rockspring, west of NW 206th are removed.
- s. The Industrial Area designation on the western portion of the Tanasbourne West Planned Unit Development is changed to Employment Area.
- t. The Industrial Area on the south east corner of the intersection of Minter Bridge Road and TV Highway and on the adjacent Washington County River Road Site are removed.
- u. The Employment Area designation on TV Highway, east of SE 10th is changed to Industrial Area.
- v. The Employment Area around Amberwood Drive and Cornell Road is extended to the edge of these roads.
- w. The Employment Area in Johnson City is removed.
- x. The Employment Area designation along N. Hayden Meadows Drive is removed.

ADOPTED by the Metro Council this _____ day of _____ 2000.

WITHDRAWN

David Bragdon, Presiding Officer

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

Daniel B. Cooper, General Counsel

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STAFF REPORT

00-878

CONSIDERATION OF ORDINANCE NO. 00-xxxx
AMENDING ORDINANCE NO. 95-625A TO AMEND THE
2040 GROWTH CONCEPT MAP AND THE TITLE 4:
INDUSTIAL AND EMPLOYMENT AREAS MAP,
OCTOBER 2000

Date: October 2000

**Presented by: Mary Weber
Prepared by: Brenda Bernards**

PROPOSED ACTION

Adoption of Ordinance No. 00-xxxx to amend the 2040 Growth Concept Map and the Title 4: Industrial and Employment Areas Map.

EXISTING LAW

The 2040 Growth Concept is a component of both the acknowledged Regional Urban Growth Goals and Objectives and the Regional Framework Plan. Authority to amend the 2040 Growth Concept map comes from ORS 268.380 and ORS 268.390(5). The Authority to amend the Title 4: Industrial and Employment Areas Map comes from Metro Code 3.07.820.B.4.

BACKGROUND

As the jurisdictions work through the Functional Plan compliance process, a number of requests for amendments to the 2040 Growth Concept Map have been received. Beaverton, Clackamas County, Hillsboro and Portland have requested amendments to their Industrial and Employment designations. Staff has determined that the Employment Area designation for Johnson City is inappropriate and recommends that it be removed. These requests also require changes to the Title 4: Industrial Employment Areas Map.

In addition, staff is recommending a number of amendments. As the North Corridor Interstate Max Line and the Airport Max Line have finalized station locations and the South Max Line has an adopted preferred alternative staff are recommending that these decisions be reflected on the 2040 Growth Concept map. With the recent Oregon Court of Appeals decision regarding urban reserves, it is necessary to remove urban reserves from the 2040 Growth Concept map.

Metro Council, by Resolution No. 99-2835 indicated its intention to replace the Milwaukie Regional Center designation with a Town Center designation. Finally, Gladstone has requested that its Inner and Outer Neighborhood designations be switched.

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Previous Revisions to the 2040 Growth Concept Map and Title 4: Industrial and Employment Areas Map

On July 10, 1997, Metro Council adopted Ordinance No. 97-690A – For the Purpose of Amending Ordinance No. 95-625A to amend the 2040 Growth Concept map and Ordinance No. 96-647C to amend the Title 4 Map. The amendments included removing the Main Street designation on Old Cornell Road, removing the Employment Area on the Progress Quarry property and replacing it with a Town Center designation, and various changes to the Title 4 Industrial and Employment Areas in Portland. These changes in Portland included swapping of Industrial and Employment Areas, removing these designations from open spaces, residential, commercial and central employment designations and adding Employment and Industrial Areas where the City zoning designations were appropriate. The decision to move the Fairview Town Center to reflect the Fairview/Wood Village Town Center was deferred to later in 1997.

This matter was considered by MPAC at their May 28, 1997 meeting. An excerpt from the minutes record the discussion as follows:

“Peggy Lynch said that she did not think that Ordinance 97-690, modifying the Growth Concept map, was controversial.”

The motion to recommend that the Metro Council adopt Ordinance No. 97-690 passed unanimously. The ordinance was later amended to take out the reference to the Fairview/Wood Village Town Center.

Other amendments to the 2040 Growth Concept map have responded to changes to the Urban Growth Boundary.

PROPOSED 2040 GROWTH CONCEPT MAP AND TITLE 4: INDUSTRIAL AND EMPLOYMENT AREAS MAP AMENDMENTS

A number of the requested amendments to the Title 4: Industrial and Employment Areas Map will not appear on the 2040 Growth Concept Map. This is because a number of the requests for amendments are to remove Employment and Industrial Areas from floodways and park lands. These sites are already shown on the 2040 Growth Concept Map as Public Parks and Open Spaces. In addition, some requests for additions or removal of these areas are in Town Centers, Station Areas or Regional Centers. As mixed-use areas overlay the Employment and Industrial Areas on the 2040 Growth Concept Map, there would be no apparent change to the map. Due to the number of amendments under consideration, the staff recommendation for Council action is summarized at the start of each section below. Where appropriate, maps detailing the recommended amendments are attached.

City of Beaverton

2040 Growth Concept Map Amendment Recommendation: Replace Industrial Area with Employment Area, replace various Employment Areas with Industrial Areas, replace Employment Area with Corridor and replace Inner Neighborhood with Employment Area.
Title 4: Industrial and Employment Areas Map Amendment Recommendation: Replace Industrial Area with Employment Area, replace various Employment Areas with Industrial Areas and remove and add Industrial and Employment Areas.

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(See attached Beaverton map)

Beaverton has requested a number of amendments to Title 4: Industrial and Employment Areas map to better reflect the locations of the industrial and employment zones. There will be a significant increase from 466.5 acres to 776.1 acres in the amount of land covered by the Title 4 regulations. The current 2040 Growth Concept shows a total of 44.8 acres in the Industrial Area design type and 421.7 acres in the Employment Area design type. The proposed amendments would result in 475.2 acres for Industrial Areas and 300.9 acres for Employment Areas.

The City is requesting that the Industrial Area designation south of Highway 26 and east of 158th Avenue (shown as 1 on the attached map) be removed from the Title 4: Industrial and Employment Areas map and a portion be redesignated Employment Area. The balance of the area is designated Corridor as this area is zoned for commercial uses and has been developed for commercial purposes. The portion of this area not designated as Corridor on 2040 Growth Concept map will be designated Inner Neighborhood.

The properties on both sides of Highway 217, south of Tualatin Valley Highway (shown as 3 on the attached map) are zoned with the City's three Industrial designations. Currently, this area is designated as Employment Area and future Station Community. The City has requested that the Employment Area be changed to Industrial Area on the 2040 Growth Concept map and the same change on the Title 4: Industrial and Employment Areas with expanded coverage to include the properties with the City's Industrial zones.

The properties located south of the area described in the paragraph above (shown as 4 on the attached map) were designated as Employment Area. As this area is in a floodplain, the City is requesting that it be removed from the Title 4: Industrial and Employment Areas map. The Public Park designation on the 2040 Growth Concept Map remains the same.

The City is requesting that the Industrial and Employment Area designations south of Hall Boulevard and east of Highway 217 (shown as 5 on the attached map) be removed from the Title 4: Industrial and Employment Areas map. The Public Park designation for this area on the 2040 Growth Concept Map remains the same.

The City is requesting that the Employment Area designation north of Scholls Ferry Road and west of Murray Boulevard (shown as 6 on the attached map) be removed from the Title 4: Industrial and Employment Areas Map. The City has designated this area as Corridor. The area is designated as the Murray Scholls Town Center on the 2040 Growth Concept map.

The City is requesting that Industrial and Employment Area designations be added to the Title 4: Industrial and Employment Areas map in the area located south of Jenkins Road and east of 158th Avenue (shown as 7 on the attached map). These areas are designated as Station Communities on the 2040 Growth Concept Map.

The City is requesting that Employment Area designations be added to the Title 4: Industrial and Employment Areas map in the area north of Walker Road and east of 158th Avenue and the area south of Walker Road and west of 158th Avenue (shown as 8

on the attached map). These areas are designated as Corridor and Inner Neighborhood on the 2040 Growth Concept map. The Inner Neighborhood designation is to be changed to Employment Area and the Corridor designation will remain the same.

Clackamas County

2040 Growth Concept Map Amendment Recommendation: Replace various Corridors and Employment Areas with Industrial Areas, replace Industrial Area with Inner Neighborhood, replace Industrial Area with Employment Area, replace Employment Areas with Inner Neighborhood.

Title 4: Industrial and Employment Areas Map Amendment Recommendation: Replace Employment Areas with Industrial Areas, replace Industrial Area with Employment Area, remove and add Industrial Areas and remove Employment Areas.

(See attached Clackamas County map)

Clackamas County has identified 3 areas as Industrial Areas and two as Employment Areas. The current 2040 Growth Concept shows a total of 1550 acres in the Industrial Area design type and 880 acres in the Employment Area design type. The proposed amendments would result in 1915 acres for Industrial Areas and 795 acres for Employment Areas.

Clackamas County's 3 primary industrial areas include Johnson Creek industrial area (shown as A on the attached map), the Jennings Lodge industrial area (shown as B on the attached map) and the Clackamas Industrial Urban Renewal District (shown as C and D on the attached map). Currently, the 2040 Growth Concept shows these areas as a mix of Employment, Industrial and Corridor design types. The County has requested that the designation on these areas be Industrial Area. In addition, the County is requesting that an area designated as Industrial Area that is located adjacent to the Clackamas Industrial Urban Renewal District and zoned for high density housing be redesignated as Inner Neighborhood.

The northern portion of the Clackamas Industrial Urban Renewal District contains both Industrial and Employment area designations. The land uses in this area are more reflective of the Employment Area designation and the County is requesting that the Industrial Area designation be amended to the Employment area designation (shown as F on the attached map). The same amendment is also requested for the area adjacent to the Clackamas Industrial Urban Renewal District Area at the intersection of SE 82nd and SE Jennifer Street (shown as G on the attached map).

There are several areas currently designated as Employment or Industrial Areas that are residential in nature. The County is requesting that these areas be redesignated as Inner Neighborhood. These include the Employment Area on Sunnyside Road east of SE 97th (shown as H on the attached map), the Employment Area west of Stevens and east of I-205 (shown as I on the attached map), the Industrial Area on the Fuller Road Triangle (shown as J on the attached map) and Industrial Area south of Vernon Street adjacent to the Clackamas Industrial Urban Renewal District (shown as E on the attached map).

Gladstone

2040 Growth Concept Map Amendment Recommendation: Switch the areas designated as Inner and Outer neighborhoods

The City has reviewed the 2040 Design Types on the Growth Concept map and found that the majority of Gladstone has been designated as outer neighborhood with a small portion of inner neighborhood designated in the northeast portion of the City. However, much of the residential areas in the southern section of the City are characterized by smaller lot sizes and accessibility to jobs and neighborhood businesses while the lower density neighborhoods are located in the north. This area is generally bounded by McLoughlin Blvd. on the west, the Clackamas River on the south, Oatfield Road on the east and Abernethy Lane, Jersey Street and Heather Way on the north. The neighborhoods characterized by lower densities and located farther away from the City's commercial core and industrial lands are located north of Abernethy Lane, Jersey Street and Heather Way. Gladstone is requesting that these designations be switched.

Hillsboro

2040 Growth Concept Map Amendment Recommendation: Remove and add Corridor designations, replace Industrial and Employment Areas with various design types.

Title 4: Industrial and Employment Areas Map Amendment Recommendation: Replace Industrial Area with Employment Area, remove and add Employment Areas and remove Industrial Areas.

(See attached maps for the City of Hillsboro: Map 1 – City Map, Map 2 – Home Depot/River Road)

The City has requested that the Corridor designation on NW Walker Road between NW 185th Avenue and NW Amberglen Parkway be removed and that the Corridor designation be added to the following:

- NW Evergreen Parkway between NW Cornell Road and NW 229th Avenue;
- NW Stuckie Avenue between NW Cornell Road and NE Evergreen Parkway;
- NW 229th/231st Avenue between NW Evergreen Parkway and Baseline Road; and
- SW 231st/SW 234th and protected right of way from Baseline Road to the City border.

Hillsboro has identified a number of locations in the City, where the current designations of Employment or Industrial Area are inappropriate and should be shown as Open Space. These include the following:

- Areas locally designated as "Floodplain" on the City's Comprehensive Plan map as these areas are not developable due to floodplain zoning restrictions and will never be available for any urban use (shown as number 1 on the attached map);
- The Hillsboro Stadium and several ball fields owned and operated by the City (shown as number 2 on the attached map); and
- Areas locally designated as "Open Space" on the Comprehensive Plan Map within and near the Hillsboro Industrial Sanctuary and near Tanasbourne Town Center (shown as number 7 on the attached map).

The City has completed its Town Center planning for the Tanasbourne Town Center and has requested that certain areas designated as Employment Area be redesignated as Town Center. The Town Center core is at approximately Cornell Road and Stuckie Avenue. The Town Center needs to shift slightly south and west to reflect the core. The following areas would be included in the Town Center:

- The Wellesley Inn and Suites on Cornell Road in the Tanasbourne Town Center (shown as number 5 on the attached map);
- The Cornell-Walker Roads Superblock in the Tanasbourne Town Center (shown as number 6 on the attached map); and

- Residential areas within the Tanasbourne Town Center (shown as number 9 on the attached map).

Hillsboro has identified a number of areas already developed with residential uses, both single family and multi-family, and has requested that the Employment Area designation be removed. The new designation would be inner neighborhood. These areas are shown as number 8 on the attached map.

The City has identified one area that has both Industrial and Employment Area designations. This area (shown as number 10 on the attached map) is zoned as the Tanasbourne West Planned Unit Development (PUD). Hillsboro is requesting that both designations be removed. However, the uses listed for the PUD are consistent with the Employment Area designation. After discussion with Hillsboro staff, Metro staff is recommending that the portion of this site designated as Industrial Area be redesignated as Employment Area and that the Employment Area designation in place remains.

The new Home Depot retail outlet at the intersection of Minter Bridge Road and TV Highway (shown as number 3 on the attached map) is designated as an Industrial Area. The commercial development on this site reflects an established land development trend in recent years toward commercial and multifamily residential uses within the general area. The City is requesting that the Industrial Area be removed from the Title 4: Industrial and Employment Areas Map. TV Highway is designated as a Corridor on the 2040 Growth Concept Map; the portions beyond the Corridor would become outer neighborhood to match the designations of the adjacent areas.

Washington County's River Road property (shown as number 4 on the map) adjoins the new Home Depot retail outlet. As noted above, the close proximity of these sites to other retail outlets make them best suited for commercial rather than industrial use. A more detailed map (Hillsboro Map 2) shows the current land uses around the Home Depot site (A) and the River Road site (B). The City is requesting that the Industrial Area designation be removed from the Title 4: Industrial and Employment Areas Map. As for the Home Depot Site, TV Highway is designated as a Corridor on the 2040 Growth Concept Map; the portions beyond the Corridor would become outer neighborhood to match the designations of the adjacent areas.

The City is requesting that the Employment Area be redesignated as Industrial Area on the Teufel property (shown as number 11 on the attached map). This change would reconfigure the designations on the property, which is partially in unincorporated Washington County, so that the easterly portion of the property would be designated as Employment Area and the westerly portion of the property would be designated as Industrial Area.

The City is requesting that the Employment Area around Amberwood Drive and Cornell Road (shown as number 12 on the attached map) be modified on the Title 4: Industrial and Employment Area Map to extend to the edge of these roads.

Johnson City

2040 Growth Concept Map Amendment Recommendation: Replace Employment Area with Inner Neighborhood

Title 4: Industrial and Employment Areas Map Amendment Recommendation: Remove Employment Area.

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Johnson City's industrial zone was replaced with a multi-family residential zone. The area is composed primarily of a wetland with a steep slope to the north. The buildable portion of the area has been developed for residential, a use permitted under the former industrial zone. The area covered by the former industrial zone is designated on the 2040 Growth Concept Map and the Title 4 Industrial and Employment Areas Map as an Employment Area. The Employment Area is completely surrounded by Inner Neighborhood. The road that abuts this area is at the top of the steep slope and is residential in nature. The proposed redesignation would more accurately reflect what is in place at this time.

Milwaukie

2040 Growth Concept Map Amendment Recommendation: Replace Regional Center with Town Center

At its meeting of October 14, 1999, Metro Council adopted by resolution to the intention to amend the 2040 Growth Concept Map by ordinance to redesignate the Milwaukie Regional Center as a Town Center. The City of Milwaukie has been planning for its downtown area since 1995. The Regional Center Master Plan study was done, in part, to determine if the Regional Center designation was appropriate for Milwaukie's downtown. Milwaukie has concluded that it wants to keep more of a small town feel than a Regional Center would imply and requested this 2040 Growth Concept Map amendment.

Portland

2040 Growth Concept Map Amendment Recommendation: Replace Employment Area with Corridor.

Title 4: Industrial and Employment Areas Map Amendment Recommendation: Remove Employment Area

(See attached Portland map)

The City is requesting that the Employment Area designation along N. Hayden Meadows Drive (see attached map) be replaced with a Corridor designation. Portland has changed the zoning along N. Hayden Meadows Drive from General Employment 2 (EG2) to General Commercial (CG) to reflect the existing development pattern, which is primarily large-scale retail uses. This change was as part of the City's effort to comply with the Title 4 requirements. The new limitation on retail and office uses in the industrial and employment zones will preclude large retail developments in these zones. In order for the Hayden Meadows retail development to continue as an allowed use, it was necessary to change the zoning as allowed under Metro Code 3.07.430.B. This section of Title 4 excepts employment areas that have substantially developed retail areas.

Station Communities

2040 Growth Concept Map Amendment Recommendation: Relocate the Station Community locations on the North Corridor Interstate line and Airport Extension line, relocate the South Corridor Line to show the preferred strategy (see attached maps).

The light rail station locations have been finalized for the North Corridor Interstate light rail line and the Airport Extension light rail line. Staff is recommending that these final locations be reflected on the 2040 Growth Concept Map.

The North Corridor Interstate line runs from the Steel Bridge to the Expo Center along Interstate Avenue. The new stations are located at the intersections of N. Russell St., N. Overlook Blvd., N. Going St., N. Killingsworth St., N. Portland Blvd. and N. Lombard St. The alignment then follows N. Denver Ave. with the Kenton Station at N. Argyle St. and with a station at the Portland International Raceway and the terminus the Expo Center.

The Airport Extension line runs from the Gateway Regional Center to the main passenger terminal of the Portland International Airport along the I-205 corridor and generally along Airport Way. There are four new stations. The first station, the Parkrose Station is located on the east side of I-205 between Sandy and Columbia Boulevards. Two stations will be located in the Portland International Center: one at the eastern end and one at the western end of the development. The line would terminate approximately 100 feet east of the Airport's baggage claim area.

Metro Council has adopted a locally preferred alternative and Land Use Final Order for the South Corridor line and this alignment is reflected in the Region Transportation Plan. The Land Use Final Order defines the alignment and station locations for the light rail line. The 2040 Growth Concept Map differs in some locations from the selected alignment and station locations of the preferred alternative. The station locations shown on the preferred alignment may change as more detailed analysis is undertaken should the project move forward. The South Corridor study currently underway is examining various transportation options for this area. This study may result in further amendments to the 2040 Growth Concept Map.

The preferred alternative for the South Corridor line would run from downtown Portland, through downtown Milwaukie to the Clackamas Regional Center. The line would run along SW 5th and 6th Avenues in the Downtown with stations at NW Irving St., W Burnside, SW Washington, SW Taylor, SW Jefferson, SW Montgomery. The line would turn east on SW Harrison with a station between SW 2nd and 3rd Avenue.

The line would follow SW Moody, with a station at SW River Pkwy, and would cross the Willamette River on a new bridge south of the Marquam Bridge with a station at OMSI. The line would then continue along the right-of-way currently owned by Union Pacific Railroad with stations at SE Clinton St, SE Lafayette and SE Holgate. The line would join McLoughlin Blvd. at SE 20th Ave with stations at SE Bybee and Tacoma St. At Tacoma; the line would follow the Union Pacific Railroad Tillamook Branch line to downtown Milwaukie. Then the line would loop out of the Milwaukie downtown with a station and new transit center and then would follow Highway 224 with a stop at SE Freeman Way. The line would turn east on Harmony Road with stops at SE Linwood and SE 80th Ave. The line would continue north on 80th Avenue, east on SE Monterey and through the Clackamas Town Center shopping mall and would terminate at a Park and Ride lot at the New Hope Church across Highway I-205 from the shopping mall.

1997, 1998, 1999 and 2000 Additions to the Urban Growth Boundary

2040 Growth Concept Map Amendment Recommendation: Add the various design types listed below to the areas that were brought into the Urban Growth Boundary in 1997, 1998, 1999 and 2000 through Legislative and Quasi-Judicial decisions by Metro Council.
Title 4: Industrial and Employment Areas Map Amendment Recommendation: Add Employment Area.

(See attached Metro map)

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A number of areas have been brought into the boundary since 1997 through legislative and quasi-judicial decisions of the Metro Council. Draft design type designations had been assigned to these areas. This action will adopt those design types. If future planning efforts determine that these should be amended, the amendments will be brought to the Metro Council for decision.

1997

In 1997 Metro Council adopted an ordinances which expanded the Urban Growth Boundary.

Ordinance No. 97-712, a locational adjustment, expanded the boundary to include a school site for the West Linn School District in the Stafford Basin (shown as 4 on the attached map). The design type designation for this area is proposed to be Outer Neighborhood.

1998

In 1998 Metro Council adopted seven ordinances which expanded the Urban Growth Boundary.

Ordinance No. 98-774B, a locational adjustment, expanded the boundary to include Valley View, which is the area east of Cornelius (shown as 13 on the attached map). The design type designation for this area is proposed to be Outer Neighborhood.

Ordinance No. 98-777, a locational adjustment, expanded the Urban Growth Boundary to include the Derby site that is located south of Lake Oswego (shown as 6 on the attached map). The design type designation for this area is proposed to be Inner Neighborhood.

Ordinance No. 98-778, a locational adjustment, expanded the boundary to include the C.G.C Persimmon site that is located northeast of the intersection of the Urban Growth Boundary and the Clackamas County, Multnomah County line (shown as 1 on the attached map). The design type designation for this area is proposed to be Inner Neighborhood.

Ordinance No. 98-779D expanded the boundary to bring in former Urban Reserve Nos. 33 (1st Tier), 34, 43 and 47. The design type designation for former Urban Reserve 33 (1st Tier) (shown as 5 on the attached map) is proposed to be Inner Neighborhood. The design type designations for former Urban Reserve No. 34 (shown as 5 on the attached map) are proposed to be Corridor on Borland Road west of Stafford Rod, Employment Area south of Borland Road, east and west of Stafford Road, Main Street on Stafford Road north of Borland Road, Outer Neighborhood south of Boreland Road, west of Athey Creek and north of Tualatin River, and Inner Neighborhood on the balance of the area. The design type designation for former Urban Reserve No. 43 (shown as 9 on the attached map) is proposed to be Outer Neighborhood. The design type designation for Former Reserve No. 47 (shown as 10 on the attached map) is proposed to be Inner Neighborhood.

Ordinance No. 98-781D expanded the boundary to bring in former Urban Reserve Nos. 4 and 5, Pleasant Valley (shown as 2 on the attached map). The design type designations proposed for area include Corridors along Foster and 172nd, a Town Center centered on intersection of Foster and 172nd and Inner Neighborhood on the balance of the area.

Ordinance No. 98-782C expanded the boundary to bring in former Urban Reserve Nos. 31, 32 and a portion of 33 in the Stafford Basin, (shown as 5 on the attached maps). The design type designations proposed for this area include a Main Street on Rosemont east of Stafford Road, a Main Street on Stafford Road at Rosemont and Inner Neighborhood on the balance of the area.

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Ordinance No. 98-786C expanded the boundary to bring in former Urban Reserve Nos. 14 and 15 in Pleasant Valley (shown as 3 on the attached map). The design type designations proposed for this area include a Corridor along Sunnyside Road and Inner Neighborhood on the balance of the area.

1999

In 1999 Metro Council adopted four ordinances which expanded the Urban Growth Boundary.

Ordinance No. 99-809 expanded the boundary to bring in former Urban Reserve No. 55 south of Hillsboro (shown as 11 on the attached map). The design type designation proposed for this area is Outer Neighborhood.

Ordinance No. 99-811, a locational adjustment, expanded the boundary to include the Tsugawa site southeast of the intersection of NW Cornelius Pass Road and West Union Road (shown as 14 on the attached map). The design type designation for this area is proposed to be Outer Neighborhood.

Ordinance No. 99-812A expanded the boundary to bring in former Urban Reserve No. 65 in the Bethany area (shown as 15 on the attached map). The design type designation proposed for this area is Inner Neighborhood.

Ordinance No. 99-834 expanded the boundary to include former Urban Reserve No. 39 southwest Wilsonville (shown as 7 on the attached map) and former Urban Reserve No. 41, the Dammasch area (shown as 8 on the attached map). The design type designation proposed for these areas is Outer Neighborhood.

2000

In 2000 Metro Council adopted two ordinances which expanded the Urban Growth Boundary.

Ordinance No. 00-843, a locational adjustment, expanded the boundary to include the Jenkins/Kim site at the southeast of the intersection of Kaiser Road and Springville Road (shown as 16 on the attached map). The design type designation for this area is proposed to be Outer Neighborhood.

Ordinance No. 00-872, a locational adjustment, expanded the boundary to include an additional piece of Jackson Bottom in the south of Hillsboro (shown as 12 on the attached map). It is proposed that this will be shown as a Public Park on the 2040 Growth Concept Map.

Urban Reserves

2040 Growth Concept Map Amendment Recommendation: Remove all urban reserves and the Urban Reserve designation.

In January 2000, the Oregon Court of Appeals upheld a decision by the Oregon Land Use Board of Appeals that said Metro erred in the way that it designated urban reserves in 1997. In particular, the court said Metro included resource land as urban reserves before it had considered all non-resource land. As a result of these decisions, the urban reserves shown on the 2040 Growth Concept Map no longer exist.

Certain urban reserves were not appealed and these areas have been brought into the Urban Growth Boundary. These include the area around the Dammasch hospital site adjacent to Wilsonville (former urban reserve no. 41), the Pleasant Valley area in east Multnomah and Clackamas counties (former urban reserve nos. 4, 5, 14 and 15) and a parcel of land south of Tualatin (former urban reserve no. 43).

In January 2000, the Land Conservation and Development Commission amended the 1992 Urban Reserve Rule making the designation of urban reserves optional for Metro.

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Metro is exercising this option by not considering any designation of urban reserves. This designation can be removed from the legend of the 2040 Growth Concept Map.

BUDGET IMPACT

Adoption of this resolution has no budget impact.

EXECUTIVE OFFICER'S RECOMMENDATION

That the recommended amendments to the 2040 Growth Concept map described above be adopted.

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