

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) ORDINANCE NO. 01-892A
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 – FEBRUARY 2001

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, Cornelius, 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 a portion of 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. Cornelius

i. The Employment Area designation north of Highway 8 between 19th and 29th Avenues is replaced with outer neighborhood.

D. 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.

E. 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 Stuckie 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.

F. The City of Johnson City:

i. The Employment Area designation in the City is changed to Inner Neighborhood.

G. The City of Milwaukie:

i. The Regional Center designation in the City is changed to Town Center.

H. The City of Portland

i. The Employment Area designation along N. Hayden Meadows Drive is changed to Station Community and Inner Neighborhood.

I. 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.

J. 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.

K. South Corridor Light Rail Line

i. The Station Community designations along South Corridor Light Rail Line are changed to the adopted locally preferred alternative.

L. 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.

M. Urban Reserves

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

N. Highway 47

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

O. 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.

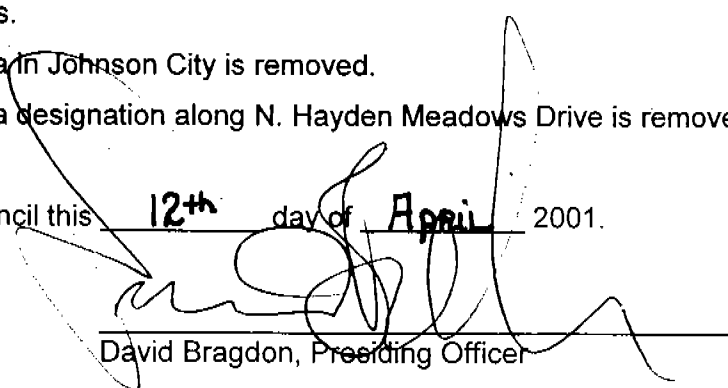
3. That the Employment and Industrial Areas Map, a part of the Regional Urban Growth Goals and Objectives in Ordinance No. 96-647C, is hereby amended as indicated on the amended Title 4 Map attached as Exhibit B.

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 a portion of the Employment Area on both sides of Highway 217; south of Tualatin Valley Highway is changed to Industrial Area. The Industrial Area 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 Area designation north of Highway 8 between 19th and 29th Avenues is removed.
- o. The Employment and Industrial Area designations on areas locally designated as "Floodplain" on the City's Comprehensive Plan Map are removed.

- p. The Industrial Area designations on the Hillsboro Stadium and several ball fields owned and operated by the City are removed.
- q. 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.
- r. 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.
- s. 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.
- t. The Industrial Area designation on the western portion of the Tanasbourne West Planned Unit Development is changed to Employment Area.
- u. The Employment Area around Amberwood Drive and Cornell Road is extended to the edge of these roads.
- v. The Employment Area in Johnson City is removed.
- w. The Employment Area designation along N. Hayden Meadows Drive is removed.

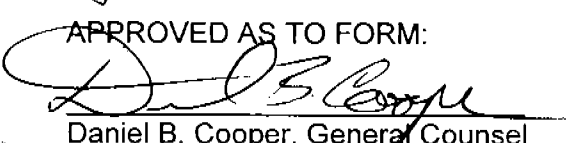
ADOPTED by the Metro Council this 12th day of April 2001.

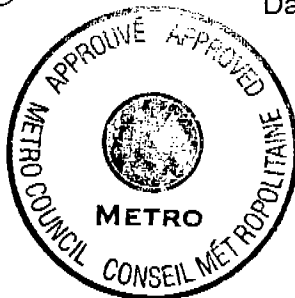

 David Bragdon, Presiding Officer

ATTEST:


 Recording Secretary

APPROVED AS TO FORM:


 Daniel B. Cooper, General Counsel



ORDINANCE NO. 01-892 ~~A~~
EXHIBIT A - 2040 GROWTH CONCEPT MAP
OVERSIZED

ORDINANCE NO. 01-892 A
EXHIBIT B - EMPLOYMENT AND INDUSTRIAL AREAS MAP
OVERSIZED

COMMUNITY PLANNING COMMITTEE REPORT

CONSIDERATION OF ORDINANCE NO. 01-892A, 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: INDUSTRIAL AND EMPLOYMENT AREAS MAP- FEBRUARY 2001

Date: March 13, 2001

Presented by: Councilor McLain

Committee Action: At its March 6, 2001 meeting, the Community Planning Committee voted 5-0 to recommend Council adoption of Ordinance No. 01-892A. Voting in favor: Councilors Atherton, Bragdon, Hosticka, McLain and Park.

Background

Ordinance 01-892A amends the 2040 Growth Concept map and the Title 4, Industrial and Employment Areas map, of the Urban Growth Management Functional Plan. Requests have been submitted by cities and counties to correct inaccuracies or to refine maps in response to local planning efforts, to come into compliance with the requirements of the Functional Plan. The requests that staff have recommended are contained in 17 maps that can be summarized as follows:

Map #	Jurisdiction/Issue	Request(s)
1	Beaverton	2040 Growth Concept map update
2	Beaverton	Title 4 map update
3	Clackamas County	2040 Growth Concept map update
4	Clackamas Co./Johnson City	Title 4 map update
5	Gladstone	2040 Growth Concept map update
6	Hillsboro	2040 Growth Concept map update
7	Hillsboro	Title 4 map update
8	Milwaukie/Johnson City	2040 Growth Concept map update
9	Portland	2040 Growth Concept map update
10	Portland	Title 4 map update
11	Light Rail	2040 Growth Concept update
12	Metro	Areas added to the UGB by ordinance
13	Wilsonville	2040 Growth Concept map update
14	Metro/Potential Regional Throughways	2040 Growth Concept map update
15	Metro/Potential Regional Throughways	2040 Growth Concept map update
16	Cornelius	2040 Growth Concept map update
17	Cornelius	Title 4 map update

See staff report for details.

- Existing Law: Authority to amend the LCDC acknowledged Regional Urban Growth Goals and Objectives, and the Regional Framework Plan, both of which contain the

2040 Growth Concept, is found in ORS 268.380(5). Authority to amend the Title 4 map is found in Metro code 3.07.820.B.4.

- **Budget Impact:** Passage of this ordinance will have no impact on the Metro budget.

Committee Issues/Discussion: Brenda Bernards, Senior Regional Planner made the staff presentation. She referred back to a prior committee meeting, where the committee had directed that three Title 4 map amendments proposed by Hillsboro be separated into a separate ordinance, which was done. The remaining amendments in 01-892 were proposed by cities and counties, and in a few cases Metro, representing small or housekeeping changes that were identified during a five-year period.

After passage, the committee reconsidered and then amended ordinance 01-892 to include a request from Cornelius regarding both the 2040 Growth Concept, and Title 4 maps to correct errors that had only recently been discovered.

The chair opened a public hearing, and no testimony was offered.

These map amendments are scheduled for MPAC review on April 4, 2001.

STAFF REPORT

*CONSIDERATION OF ORDINANCE NO. 01-892A
AMENDING ORDINANCE NO. 95-625A TO AMEND THE
2040 GROWTH CONCEPT MAP AND THE TITLE 4:
INDUSTRIAL AND EMPLOYMENT AREAS MAP,
FEBRUARY 2001*

Date: February 2001

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

PROPOSED ACTION

Adoption of Ordinance No. 01-892A to amend the 2040 Growth Concept Map and the Employment and Industrial 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 Employment and Industrial Areas Map comes from Metro Code 3.07.820.B.4.

BACKGROUND

As the jurisdictions work through the Urban Growth Management Functional Plan (Functional Plan) compliance process, a number of requests for amendments to the 2040 Growth Concept Map have been received. Requests for amendments to the 2040 Growth Concept Map were expected and staff anticipates that additional requests will come forward as more jurisdictions come into compliance with the requirements of the Functional Plan.

The requests for amendments to the maps are part of the larger compliance process that is made up of four elements.

Compliance with Functional Plan Requirements	Procedure to Follow
Compliance/Substantial Compliance with the Requirements	Administrative Process
Request for Time Extensions	Council Legislative Process
Map Amendments: <ul style="list-style-type: none">• Correct Inaccuracies• Refinements based on compliance work	Council Legislative Process
Exception to the Requirements	Exceptions Process

Each of these elements brings the local jurisdictions into compliance with the requirements of the Functional Plan either through an amendment to local regulations, a refinement to Metro maps or, as is the case of the exceptions, excusing a jurisdiction

from compliance with an element of the Functional Plan. Of course, Metro Council always has the option of amending its policies.

Decisions regarding the first three elements are made based on the information provided by the local governments. Exceptions, the fourth element, forgive an obligation on the part of the local government to meet a Functional Plan requirement. These may be text or map requirements reflected in the Functional Plan. Because of this, it is proposed that decisions regarding this element would require the requesting jurisdiction to address the exception criteria introduced in Resolution No. 00-3016, Functional Plan Exception Process which is currently under discussion at the Community Planning Committee.

All of the map amendments addressed in Ordinance No. 01-892A are subject to Council approval. Staff have determined that the amendments to the 2040 Growth Concept and Employment and Industrial Areas maps addressed in Ordinance No. 01-892A either correct mapping inaccuracies or are refinements to the maps resulting from local efforts to comply with the requirements of the Functional Plan. A more detailed discussion of correcting map inaccuracies and refine maps in response to local planning efforts to come into compliance with the requirements of the Functional Plan follows.

If the Council determines that one or more of the requested amendments should be considered as an Exception, the request would be subjected to the full exception process. This would involve the requesting jurisdiction to address the six exception criteria described in Resolution No. 00-3016 Functional Plan Exception Process.

In July 1997, Metro Council adopted a substantial number of amendments to the 2040 Growth Concept Map and Employment and Industrial Areas 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.

Staff recommends that the Metro Council follow the approach used in the adoption of Ordinance No. 97-690A that also amended the 2040 Growth Concept and Employment and Industrial Areas maps. During that process, the Growth Management Committee referred the proposed amendments to the Metro Policy Advisory Committee for their consideration.

Considerations for Map Amendments

As noted above Cities and counties may request changes to a Metro map in order to:

- Correct map inaccuracies;
- Refine maps in response to local planning efforts to come into compliance with the requirements of the Functional Plan; and
- Seek an exception to the requirements of the Functional Plan.

When developing the 2040 Growth Concept Map, the Employment and Industrial Areas Map and the Parking Map, the intention was to reflect what was in place in local comprehensive plans and zoning codes at the time the maps were adopted. As the

cities and counties work toward compliance with the requirements of the Functional Plan, it is expected that map inaccuracies will be identified and refinements to local plans and codes based on efforts to come into compliance with the requirements of the Functional Plan will effect the designations on the maps. Unless a regional issue emerges from that change, Metro's maps should continue to reflect the local plans. A third circumstance may arise where a city or county may request an exception to a requirement of the Functional Plan as described in Metro Code 3.07.820.B which may also require a map change. In those cases, the city or county would need to follow the exception process to change the map.

In mapping the design types, an attempt was made to be consistent with local comprehensive plans and zoning designations as well as actual land uses. For example, Regional Centers were located in established downtowns (Hillsboro, Beaverton, Gresham, Oregon City and Milwaukie) or in areas with commercial uses that already had a regional market (Clackamas Town Center, Washington Square, Gateway). Town Centers were located in the downtowns of smaller cities (Forest Grove, Lake Oswego, Troutdale), where there was an established community focal point (Cedar Mill, Tanasbourne, Raleigh Hills) or where there was potential for creating a future mixed-use center (Orenco, Fairview/Wood Village, Sunset Transit Station).

Employment and Industrial Area designations were located in areas that were zoned for industrial, manufacturing and other non-retail employment uses. In some jurisdictions, industrial zoning designations allowed flexible space and retail uses in addition to industrial and manufacturing uses. In meeting the Title 4 regulations, jurisdictions must now prohibit large-scale retail uses in their industrially zoned areas. It may be the case that in some areas it is the industrial use that is inappropriate rather than the retail uses. It may be that these areas should be removed from the Employment and Industrial Areas Map rather than be subjected to large-scale retail restrictions.

As the cities and counties complete their compliance work, a number of requests have been made to amend the 2040 Growth Concept and the Employment and Industrial Areas maps to better reflect the existing and planned development patterns.

Mapping inaccuracies may include:

- Designations that split a property;
- Employment or Industrial Area designations on land used for residential, recreational or parks; or
- Areas zoned for industrial uses not designated as Industrial Areas.

Changes in circumstances/reflections of local planning efforts may include:

- Moving a Town Center;
- Replacing an Industrial or Employment Area designation on areas developed primarily as commercial; or
- Adjusting the location of a Main Street or Corridor as a result of a local planning exercise.

Exceptions may include:

- Removing the Station Community designation from a light rail station;
- Removing a Town Center designation; or

- Removing an Industrial Area designation from a location that would negatively impact the regional transportation system for moving freight for adjacent or nearby areas designated as Industrial or Employment Areas

PROPOSED 2040 GROWTH CONCEPT MAP AND EMPLOYMENT AND INDUSTRIAL AREAS MAP AMENDMENTS

Beaverton, Clackamas County, Cornelius, Hillsboro and Portland have requested amendments to their Industrial and Employment designations on the 2040 Growth Concept Map. 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. The City of Hillsboro has also requested that a number of Corridors be added and that the Tanasbourne Town Center be moved to the west of 185th.

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

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. Since 1997, Metro Council has expanded the Urban Growth Boundary through legislative and quasi-judicial decisions. Design types are proposed to be assigned to these areas as part of these map amendments. As the Highway 47 realignment to the north of Forest Grove has been completed, staff is recommending that proposed regional throughway designation be removed. Finally, with the approval of the Regional Transportation Plan the alignments of the Sunrise Corridor and the I-5 of potential regional throughways to 99W Corridors have been modified. It is recommended that these modifications be reflected on the 2040 Growth Concept Map.

A number of the requested amendments to the Employment and Industrial 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 not the underlying Industrial or Employment Area Designation. 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, these amendments to the Employment and Industrial Areas map show no apparent change to the 2040 Growth Concept 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 included in Attachment 1 to the Staff Report.

City of Beaverton

2040 Growth Concept Map Amendment Recommendation: Replace an Industrial Area with Employment Area, replace various Employment Areas with Industrial Areas and replace Inner Neighborhood with Employment Area as shown on Map 1.

Employment and Industrial 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 as shown on Map 2.

Beaverton has requested a number of amendments to the Employment and Industrial Areas map to better reflect the locations of the industrial and employment zones. Under the City's requested amendments, there will be an increase from the current 476 acres to 744 acres in the amount of land covered by the Title 4 regulations.

The City is requesting that the Industrial Area designation southwest of Cornell Road at Twin Oaks (shown as 1 on Maps 1 and 2) be redesignated Employment Area. The City is also requesting that the Employment Area be extended north and south of Twin Oaks to Cornell Road.

The City is requesting that the Employment Area designation be removed from the Tualatin Hills Park and Recreational District Skate Park (shown as 2a on Map 2). The Public Park designation on the 2040 Growth Concept Map remains the same. The City is requesting that Employment Area designations be added north and south of Science Park Drive west of the Sunset Swim Center/Park (shown as 2b on Map 2) be added to the Employment and Industrial Areas map. The Town Center designation on the 2040 Growth Concept Map remains the same.

The properties on both sides of Highway 217, south of Tualatin Valley Highway (shown as 2 on Map 1 and 3 on Map 2) 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 a portion of the Employment Area be changed to Industrial Area on the 2040 Growth Concept map and the same change on the Employment and Industrial Areas Map 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 Map 2) were designated as Employment Area. As this area is in a floodplain, the City is requesting that it be removed from the Employment and Industrial Areas map. The Public Park designation for the area 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 west of Highway 217 (shown as 5 on Map 2) be removed from the Employment and Industrial 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 Map 2) be removed from the Employment and Industrial Areas Map. The area is designated as the Murray Scholls Town Center on the 2040 Growth Concept map and will remain the same.

The City is requesting that Industrial and Employment Area designations be added to the Employment and Industrial Areas map in the area located south of Jenkins Road and east of 158th Avenue (shown as 7 on Map 2). This area is designated as Station Community on the 2040 Growth Concept Map.

The City is requesting that Employment Area designation be added to the Employment and Industrial Areas map in the area north of Baseline Road and west of 158th Avenue (shown as 3 on Map 1 and 8 on Map 2). This area is designated as Corridor and Inner Neighborhood on the 2040 Growth Concept map. The Inner Neighborhood designation is proposed to be changed to Employment Area. 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 as shown on Map 3.

Employment and Industrial 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 as shown on Map 4.

Clackamas County has identified 3 areas as Industrial Areas and two as Employment Areas. Under the County's requested amendments, the areas covered by the Title 4 regulations will increase from the current 2430 acres to 2710 acres.

Clackamas County's 3 primary industrial areas include Johnson Creek industrial area (shown as 1 on Maps 3 and 4), the Jennings Lodge industrial area (shown as 2 on Maps 3 and 4) and the Clackamas Industrial Urban Renewal District (shown as 3, 4a and 4b on Maps 3 and 4). 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.

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 5 on Maps 3 and 4). 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 6 on Maps 3 and 4).

There are several areas currently designated as Employment or Industrial Areas that are residential in nature. The County is requesting that these areas be designated as Inner Neighborhood. These include the Employment Area on Sunnyside Road east of SE 97th (shown as 7 on Maps 3 and 4), the Employment Area near SE 92nd, west of Stevens and east of I-205 (shown as 8 on Maps 3 and 4) and the Industrial Area on the Fuller Road Triangle (shown as 9 Maps 3 and 4). The County is also requesting that the Industrial Area south of Vernon Street adjacent to the Clackamas Industrial Urban Renewal District (shown as 10 on Maps 3 and 4) be designated as Outer Neighborhood.

City of Cornelius

2040 Growth Concept Map Amendment Recommendation: Replace Employment Area with Outer Neighborhood as shown on Map 16.

Employment and Industrial Areas Map Amendment Recommendation: Remove Employment Area as shown on Map 17.

Cornelius has requested that the Employment Area designation north of Highway 8 between 19th and 29th Avenues be removed (shown as 1 on maps 16 and 17). It is proposed that this area be designated as Outer Neighborhood on the 2040 Growth Concept Map.

The City comprehensive plan designates this area as Core Commercial-Employment (CE). This district is designed to provide for a coordinated mix of uses which are transit supportive and pedestrian friendly. Uses locating within this district are expected to be commercial, including retail, office, indoor recreation and entertainment. While there are some existing industrial uses and other light industrial uses may be allowed in the future, the principal use planned for this district remains large-scale retail.

City of Gladstone

2040 Growth Concept Map Amendment Recommendation: Switch the areas designated as Inner and Outer neighborhoods as shown on Map 5.

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 as shown as 1 and 2 on Map 5.

City of Hillsboro

2040 Growth Concept Map Amendment Recommendation: Remove and add Corridor designations, replace Industrial and Employment Areas with various design types as shown on Map 6.

Employment and Industrial Areas Map Amendment Recommendation: Replace Industrial Area with Employment Area, remove and add Employment Areas and remove Industrial Areas as shown on Map 7.

The City has requested that the Corridor designation on NW Walker Road between NW 185th Avenue and NW Amberglen Parkway be removed (shown as 1 on Map 6) and that the Corridor designation be added to the following:

- NW Evergreen Parkway between NW Cornell Road and NW 229th Avenue (shown as 2 on Map 6);

- NW Stuckie Avenue between NW Cornell Road and NE Evergreen Parkway (shown as 3 on Map 6). This Corridor is covered by the relocated Town Center;
- NW 229th/231st Avenue between NW Evergreen Parkway and Baseline Road (shown as 4 on Map 6); and
- SW 231st/SW 234th and protected right of way from Baseline Road to the City border (shown as 5 on Map 6).

The addition of these four corridors is consistent with the Regional Transportation Plan, as they have been identified as locations suitable for regional bus routes. Corridor are expected to provide opportunities for increased residential and employment. Typical new development would include rowhouses and one to three story office and retail buildings. Corridor type development patterns along these corridors would enhance these identified regional bus routes and the City should look for opportunities to increase the housing and employment densities in these areas.

Hillsboro has identified a number of locations in the City, where the current designations of Employment or Industrial Area should be removed from the Employment and Industrial Areas map.

These areas are already designated as Open Space on the 2040 Growth Concept Map and 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 1 on Map 7);
- The Hillsboro Stadium and several ball fields owned and operated by the City (shown as 2 on Map 7); 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 3 on Map 7).

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 Stucki Avenue. The Town Center needs to shift slightly south and west to reflect the core (shown as 6 on Map 6). 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 4 on Map 7);
- The Cornell-Walker Roads Superblock in the Tanasbourne Town Center (shown as 5 on Map 7); and
- Residential areas within the Tanasbourne Town Center (shown as 6 on Map 7).

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, (shown as 7 on Maps 6 and 7) are located south of Dawson Creek, west of NE Shute Road, south of NW Butler, west of NW 229th and south of NW Rockspring, west of NW 206th.

The City has identified one area that has both Industrial and Employment Area designations. This area (shown as 8 on Maps 6 and 7) 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 remain in place.

The City is requesting that the boundaries for the Employment Area around Amberwood Drive and Cornell Road (shown as 9 on Map 7) be modified on the Employment and Industrial Area Map to extend to the edge of these roads. The Corridor designation on the Growth Concept Map would remain in place.

City of Johnson City

2040 Growth Concept Map Amendment Recommendation: Replace Employment Area with Inner Neighborhood as shown on Map 8.

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

Johnson City replaced its industrial zone with a multi-family residential zone. The area formerly zoned as industrial is composed primarily of a wetland with a steep slope to the north. The buildable portion of the area has been developed as residential, a use that was permitted under the former industrial zone. The residential zone more closely matches the type of development that has occurred in this area. 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. This designation is completely surrounded by land designated as Inner Neighborhood. The road that abuts the Employment Area is at the top of the steep slope and is residential in nature. The proposed redesignation from Employment Area to Inner Neighborhood (shown as 11 on Map 4 and 1 on Map 8) would more accurately reflect what is in place in Johnson City.

City of Milwaukie

2040 Growth Concept Map Amendment Recommendation: Replace Regional Center with Town Center as shown on Map 8.

At its meeting of October 14, 1999, Metro Council adopted Resolution No. 99-2835 which expressed the intent to amend the 2040 Growth Concept Map by ordinance to redesignate the Milwaukie Regional Center as a Town Center (shown as 2 on Map 8). 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. This map amendment implements the directive of Resolution No. 99-2835.

City of Portland

2040 Growth Concept Map Amendment Recommendation: Replace Employment Area with Station Community and Inner Neighborhood as shown on Map 9.

Employment and Industrial Areas Map Amendment Recommendation: Remove Employment Area as shown on Map 10.

The City is requesting that the Employment Area designation along N. Hayden Meadows Drive (shown as 1 on Maps 9 and 10) be removed. 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 provides for an exception to the large-scale retail prohibitions for employment areas that have substantially developed retail areas.

A portion of this area is included in the Station Community centered on the Portland International Raceway and the remainder is proposed to be designated as Inner Neighborhood.

Additional Map Changes

Station Communities

2040 Growth Concept Map Amendment Recommendation: Relocate the Station Community locations on the North Corridor Interstate MAX line and Airport Extension MAX line, relocate the South Corridor MAX line to show the adopted alignments as shown on Map 11.

The locations of the Station Community designation have been finalized for the North Corridor Interstate MAX line and the Airport Extension MAX line. Staff is recommending that these final locations be reflected on the 2040 Growth Concept Map.

The North Corridor Interstate MAX line (shown as 1 on Map 11) runs along Interstate Avenue from the Steel Bridge to the Expo Center with a planned extension to Hayden Island. The Station Communities are centered on the intersections of Interstate Avenue and 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 Community at the Portland International Raceway and the terminus at the Expo Center. Future plans extend the terminus to Hayden Island.

The Airport Extension MAX line (shown as 2 on Map 11) 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 three Station Communities located on this MAX line. The first Station Community, the Parkrose Station is located on the east side of I-205 between Sandy and Columbia Boulevards. Two Station Communities will be located in the Portland International Center: one at the

eastern end and one at the western end of the development. The line will terminate approximately 100 feet west of the Airport's baggage claim area.

Metro Council has adopted a locally preferred alternative and Land Use Final Order for the South Corridor MAX line (shown as 3 on Map 11) and this alignment is reflected in the Region Transportation Plan. The Land Use Final Order defines the alignment and locations of the Station Communities for the MAX line. The 2040 Growth Concept Map differs in some locations from the selected alignment and station locations of the preferred alternative. The Station Communities 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 MAX 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 Blvd. 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 I-205 from the shopping mall.

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

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 as shown on Map 12.

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 ordinance 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 Map 12). 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 Mobile Court, which is located east of Cornelius (shown as 13 on Map 12). 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 Map 12). 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 Map 12). 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 (portion) and 34 (portion) in the Stafford Basin, former Urban Reserve No. 43 south of Tualatin and former Urban Reserve No. 47 west of King City. All of these were first tier reserves. The design type designation for former Urban Reserves 33 and 34 (shown as 5 on Map 12) is proposed to be Inner Neighborhood. The design type designation for former Urban Reserve No. 43 (shown as 9 on Map 12) is proposed to be Outer Neighborhood. The design type designation for Former Reserve No. 47 (shown as 10 on Map 12) 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 Map 12). 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 Map 12). 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.

Ordinance No. 98-786C expanded the boundary to bring in former Urban Reserve Nos. 14 and 15 in Pleasant Valley (shown as 3 on Map 12). 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 Map 12). 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 Map 12). 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 Map 12). 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 Map 12) and former Urban Reserve No. 41, the

Dammasch area (shown as 8 on Map 12). The design type designations proposed for these areas is Outer Neighborhood for former Urban Reserve 39 is and Inner Neighborhood for former Urban Reserve No. 41. The Outer Neighborhood designation for the portion of the Dammasch area inside the Urban Growth Boundary prior to the adoption of Ordinance No. 99-834 has been replaced with Inner Neighborhood (shown as 1 on Map 13).

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 Map 12). The design type designation for this area is proposed to be Outer Neighborhood.

Ordinance No. 00-872A, a locational adjustment, expanded the boundary to include an additional piece of the Jackson Bottom wetland in the south of Hillsboro (shown as 12 on Map 12). 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 and are proposed to be removed.

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). These changes to the 2040 Growth Concept Map are described in the previous section under "Additions to the Urban Growth Boundary."

In January 2000, the Land Conservation and Development Commission amended the 1992 Urban Reserve Rule making the designation of urban reserves optional for Metro. Metro is exercising this option by not considering any designation of urban reserves at this time. This designation can be removed from the legend of the 2040 Growth Concept Map at this time.

The removal of the Urban Reserve designation raises a number of issues regarding the depiction of the areas outside of the Urban Growth Boundary. Further discussion concerning how lands outside of the Urban Growth Boundary should be represented will be necessary as part of Phase 2 of the Urban Growth Boundary periodic review. Staff will be bringing this issue forward to Council at a later date.

Highway 47 Realignment

2040 Growth Concept Map Amendment Recommendation: Remove the Proposed Regional Throughway designation from Highway 47 and show it as a throughway.

The Highway 47 realignment is shown on the 2040 Growth Concept Map as a Proposed Regional Throughway. As the realigned roadway, which completes the by-pass around the Forest Grove downtown, has been constructed staff recommend that the Highway be shown as a throughway on the 2040 Growth Concept Map.

Regional Transportation Plan Improvements

2040 Growth Concept Map Amendment Recommendation: Relocate the proposed alignments for the Sunrise Corridor and add the proposed south alignment to the I-5 to 99W connector as shown on Maps 14 and 15.

The 2040 Growth Concept map includes three potential regional throughways. Ordinance No. 00-869A, which adopted the Regional Transportation Plan, included a proposed realignment for the Sunrise Corridor and a proposed south alignment has been added to the I-5 to 99W connector. These amendments were supported by the findings prepared for the Regional Transportation Plan.

The Sunrise Corridor connects I-205 south of the Clackamas Regional Center to Highway 26 at Compton Road. The revised alignment of the Sunrise Corridor (shown as 1 on Map 14) reflects the Clackamas County Commission's preferred alignment for this throughway. Planning now underway for the Damascus Area could lead to further changes to this alignment.

The I-5 to 99W connector is needed to accommodate regional traffic but move it away from the Tualatin, Sherwood and Tigard town centers. A second alternative to this proposed connector was needed due to rapid development in Sherwood and Tualatin that could make the north alignment difficult to build. The south alignment begins at the same point along I-5 but follows the southern edge of the Urban Growth Boundary and connects to 99W south of Sherwood (shown as 1 on Map 15).

FUTURE 2040 GROWTH CONCEPT MAP AMENDMENTS

Staff anticipates that there will be need for further amendments to the 2040 Growth Concept map. Future amendments may include:

- Additional requests from the cities and counties for amendments as the Functional Plan compliance work is finalized;
- Possible modification of the designations of the areas outside of the Urban Growth Boundary
 - determining appropriate designations for the former Urban Reserves;
 - examination of the role of Rural Reserves;
 - review of Clark County designations; and
- Addition of future Regional Transportation Plan improvements.

BALLOT MEASURE 7 IMPLICATIONS OF THE PROPOSED AMENDMENTS

The proposed amendments to the 2040 Growth Concept and the Employment and Industrial Areas maps reflect decisions already made by the local jurisdictions and by Metro Council. The approximately 65 amendments in Ordinance No. 01-892A will bring the two maps into agreement with these previously adopted decisions. If Ballot Measure 7 is found to be constitutional, there may be implications for the local governments that have requested the map amendments proposed in Ordinance No. 01-892A. Metro Council's action to amend the maps by itself would not appear to trigger the right to bring a Ballot Measure 7 claim.

BUDGET IMPACT

Adoption of this ordinance has no budget impact.

EXECUTIVE OFFICER'S RECOMMENDATION

That the recommended amendments to the 2040 Growth Concept and the Employment and Industrial Areas maps described above be adopted.

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ATTACHMENT 1 – List of Maps

Map 1 – Beaverton 2020 Growth Concept Map Update

Map 2 – Beaverton Title 4 Map Update

Map 3 – Clackamas County 2040 Growth Concept Map Update

Map 4 – Clackamas County/Johnson City Title 4 Map Update

Map 5 – Gladstone 2040 Growth Concept Map Update

Map 6 – Hillsboro 2040 Growth Concept Map Update

Map 7 – Hillsboro Title 4 Map Update

Map 8 – Milwaukie/Johnson City 2040 Growth Concept Map Update

Map 9 – Portland 2040 Growth Concept Map Update

Map 10 – Portland Title 4 Map Update

Map 11 – Light Rail 2040 Growth Concept Map Update

Map 12 – Areas Added to the Urban Growth Boundary by Ordinance

Map 13 – Wilsonville 2040 Growth Concept Map Update

Map 14 – Potential Regional Throughways 2040 Growth Concept Map Update








Map 15 – Potential Regional Throughways 2040 Growth Concept Map Update

Map 16 – Cornelius 2040 Growth Concept Update

Map 17 – Cornelius Title 4 Map Update

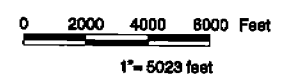
MAP 1

Beaverton 2040 Concept Map Update

-  Employment Area
-  Industrial Area
-  Corridors
-  Inner Neighborhood
-  Outer Neighborhood
-  Town Center
-  Regional Center

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MAP 2

Beaverton Title4 Update

-  Employment Area
-  Industrial Area
-  Area Removed

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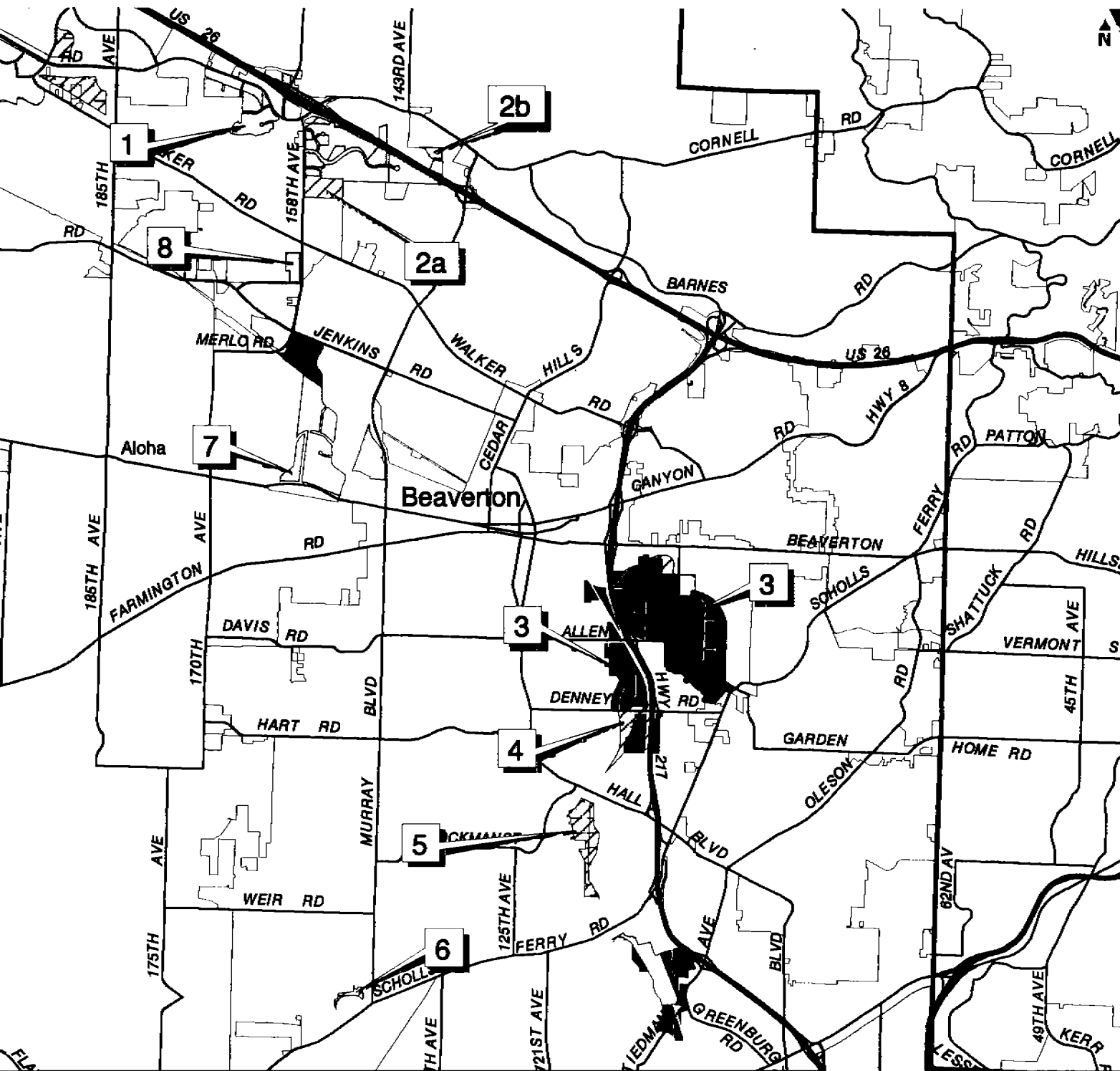
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
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MAP 3

Clackamas County 2040 Concept Map Update

-  Employment Area
-  Industrial Area
-  Corridors
-  Inner Neighborhood
-  Outer Neighborhood
-  Town Center
-  Regional Center

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1" = 5023 feet




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MAP 4

Clackamas County/
Johnson City
Title 4 Update

-  Employment Area
-  Industrial Area
-  Area Removed

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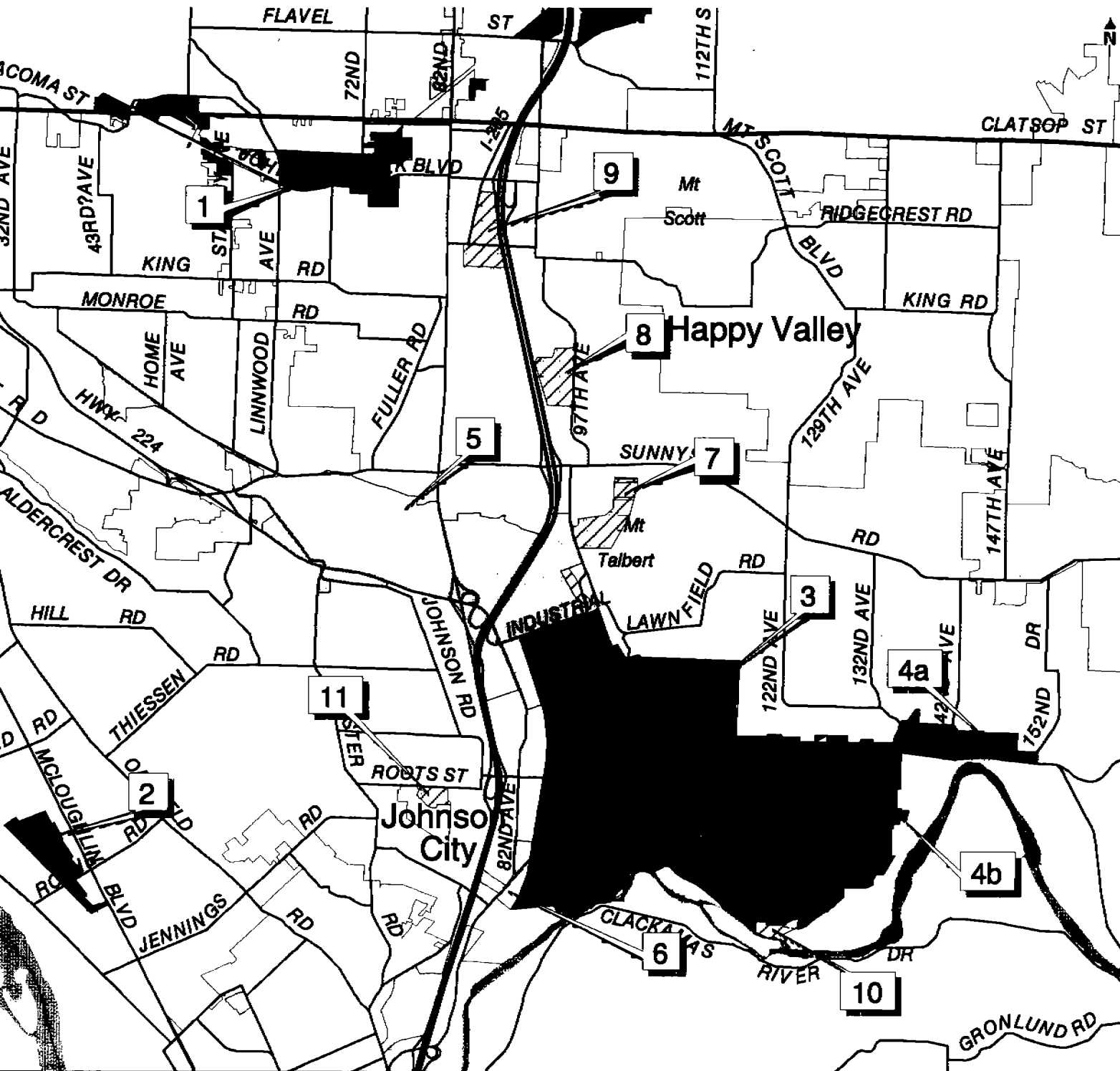
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1" = 2283 feet



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MAP 5

Gladstone
2040 Concept Map Update

Inner Neighborhood

Outer Neighborhood

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1" = 3187 feet










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MAP 6

Hillsboro 2040 Concept Map Update

-  Employment Area
-  Industrial Area
-  Corridors
-  Inner Neighborhood
-  Outer Neighborhood
-  Town Center
-  Regional Center

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1" = 5023 feet



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MAP 7

Hillsboro
Title 4 Update

-  Employment Area
-  Industrial Area
-  Area Removed

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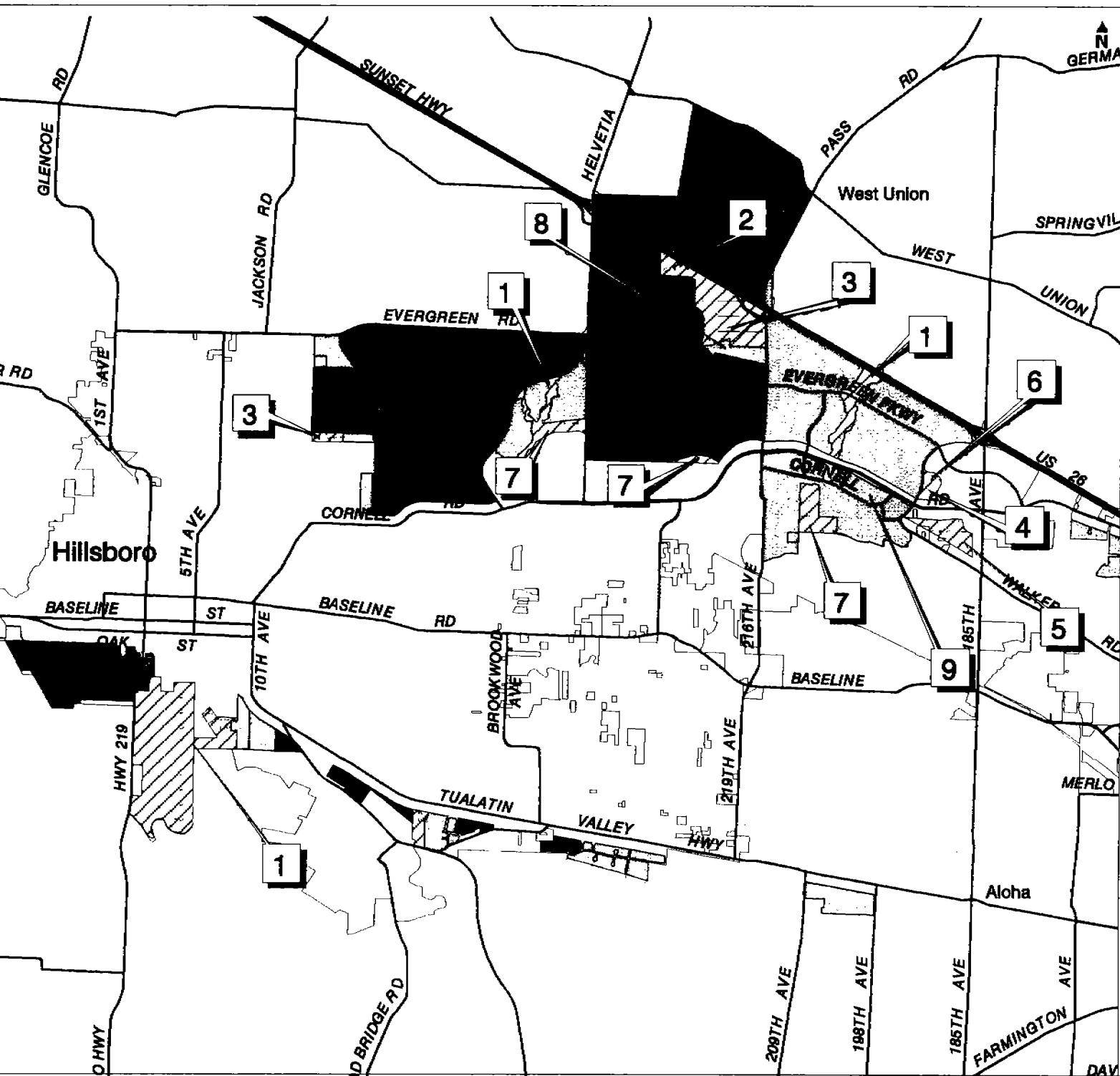
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1" = 2283 feet



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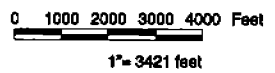
MAP 8

Milwaukie / Johnson City
2040 Concept Map Update

-  Town Center
-  Inner Neighborhood

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MAP 9

Portland 2040 Concept Map Update

-  Employment Area
-  Industrial Area

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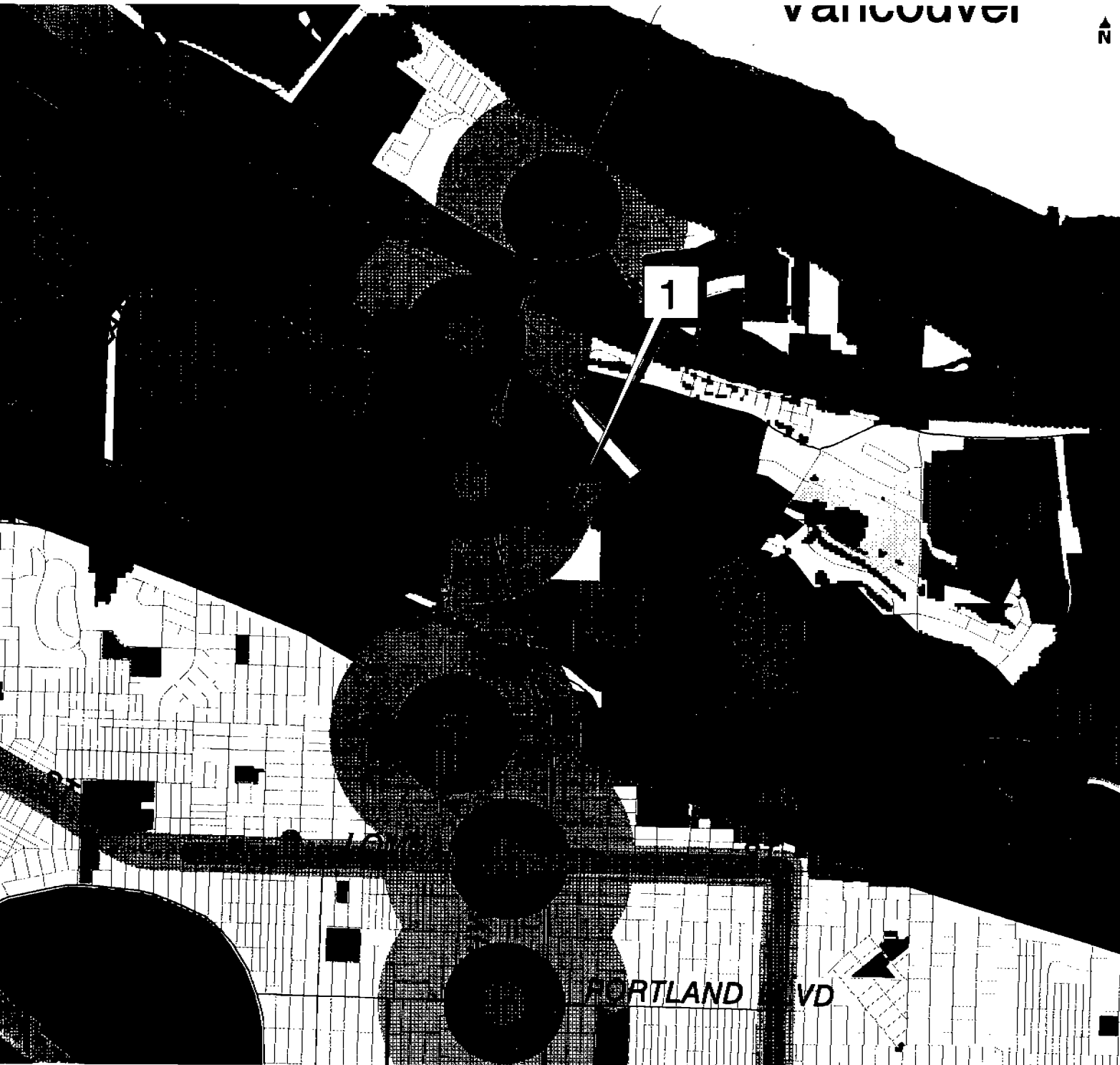


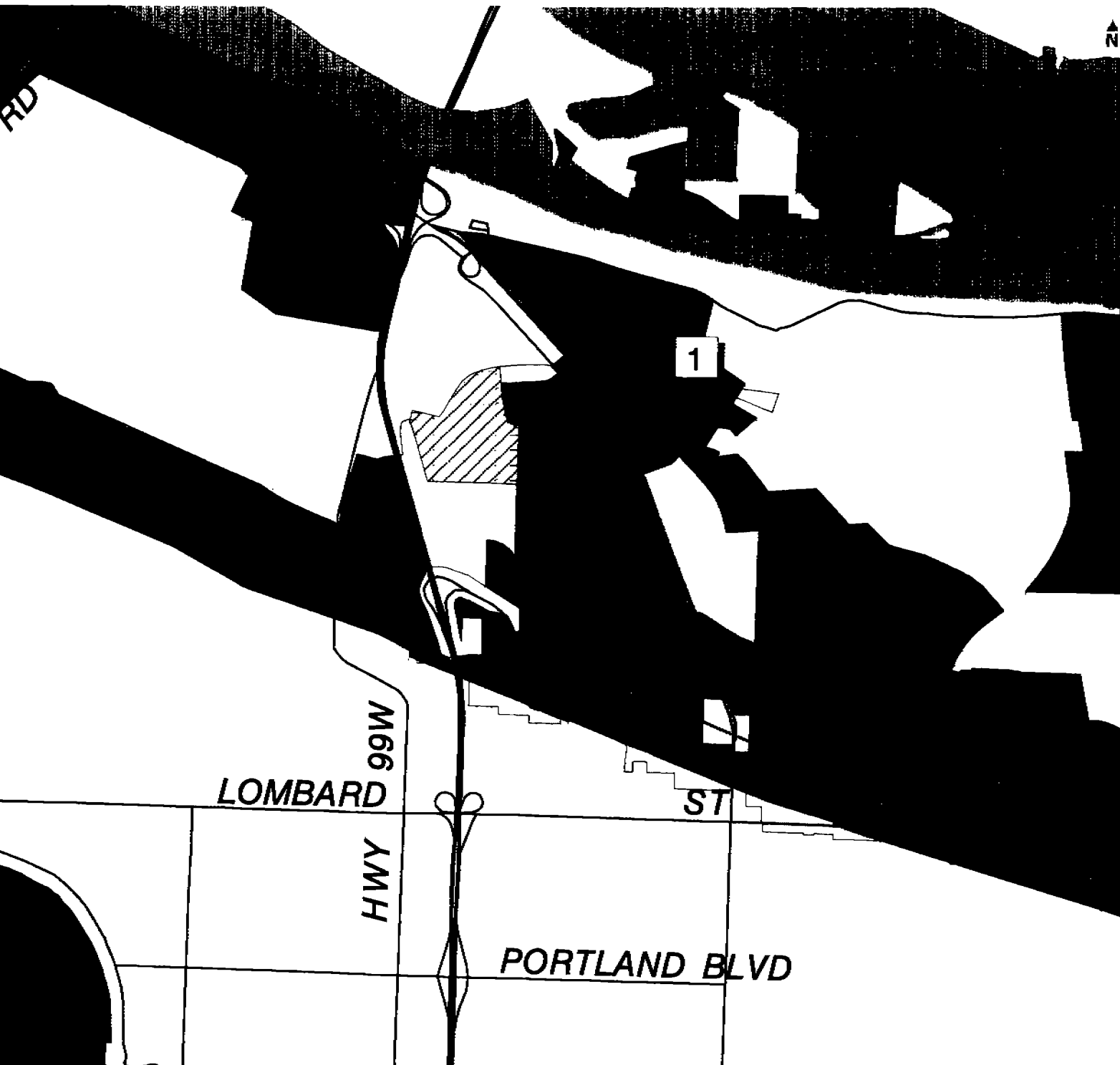
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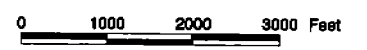
MAP 10

Portland
Title4 Update

-  Employment Area
-  Industrial Area
-  Area Removed

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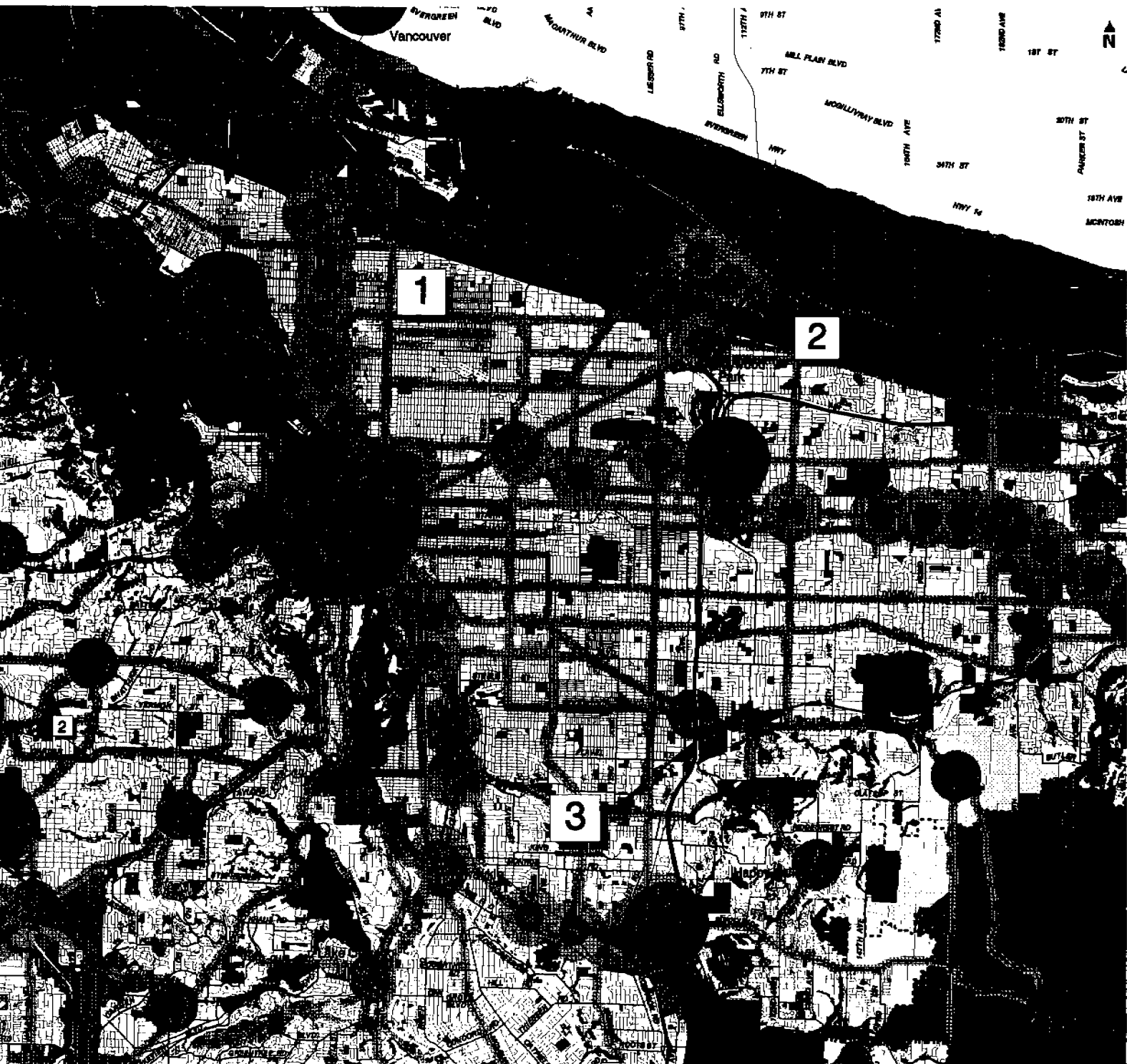


1" = 2263 feet







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MAP 11

Light Rail 2040 Growth Concept Update

-  Light Rail Station Area
-  Station Core
-  Light Rail Stations
-  Potential Light Rail Stations

 Planned and Existing Light Rail Lines

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MAP 12

Areas Added to UGB by Ordinance

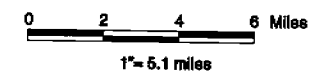
1997, 1998, 1999, and 2000

 Urban Growth Boundary

 Areas Added

1. Ord. No. 98-778
2. Ord. No. 98-781D
3. Ord. No. 98-788-C
4. Ord. No. 97-712
5. Ord. No. 98-782C
Ord. No. 98-779D
6. Ord. No. 98-777
7. Ord. No. 99-834
8. Ord. No. 99-834
9. Ord. No. 98-779D
10. Ord. No. 98-779D
11. Ord. No. 99-809
12. Ord. No. 00-872A
13. Ord. No. 98-774B
14. Ord. No. 99-811
15. Ord. No. 99-812A
16. Ord. No. 00-843

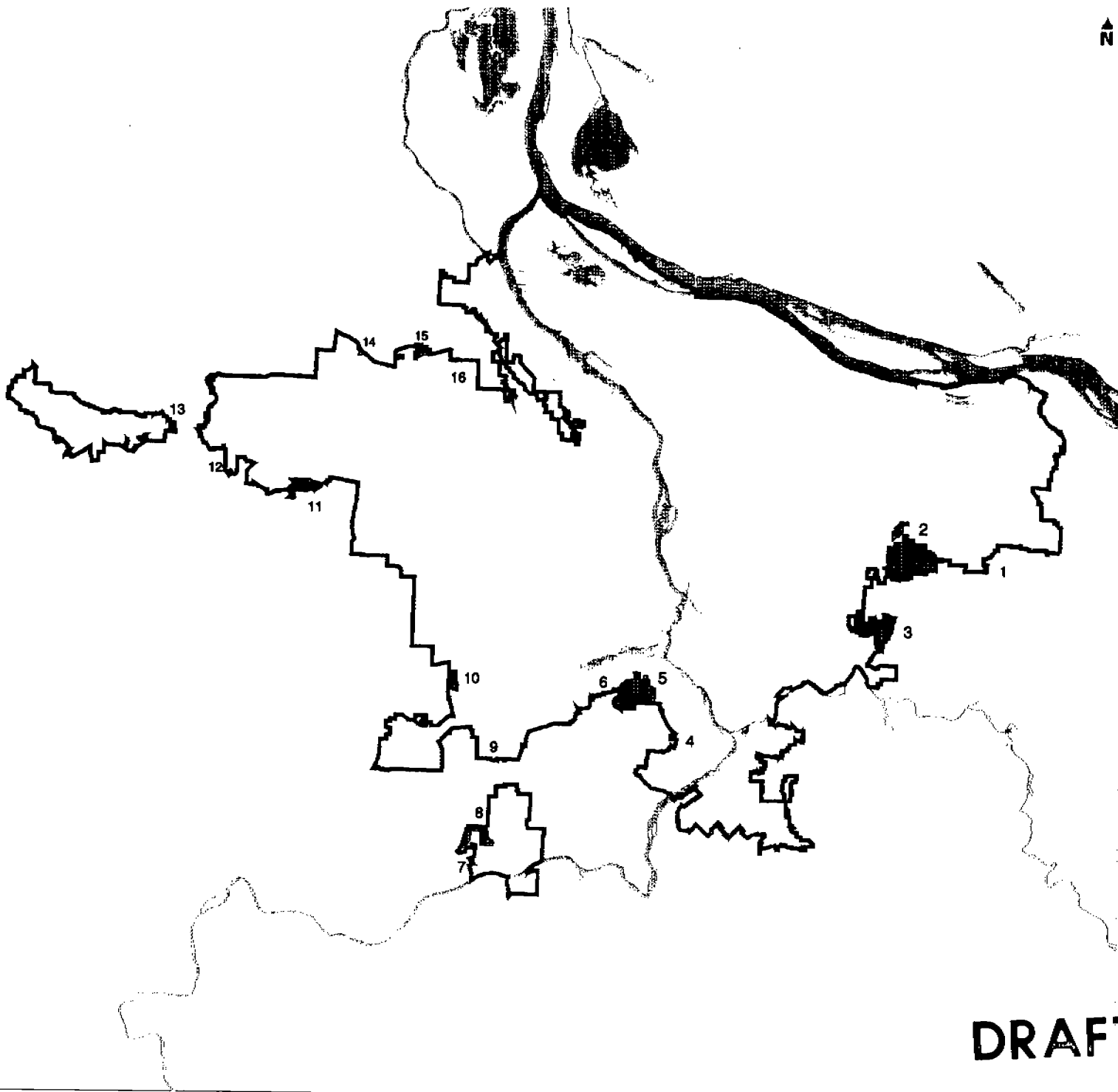
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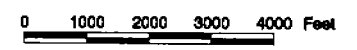
MAP 13

Wilsonville 2040 Concept Map Update

-  Town Center
-  Inner Neighborhood
-  Outer Neighborhood

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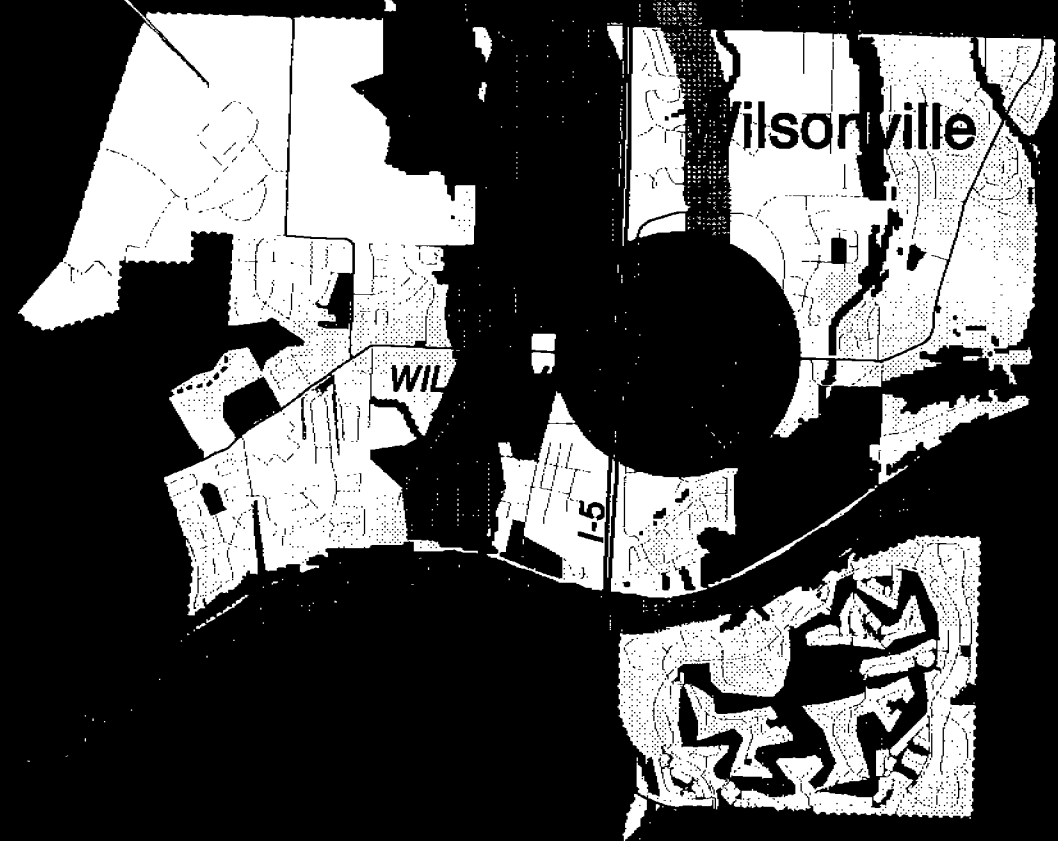
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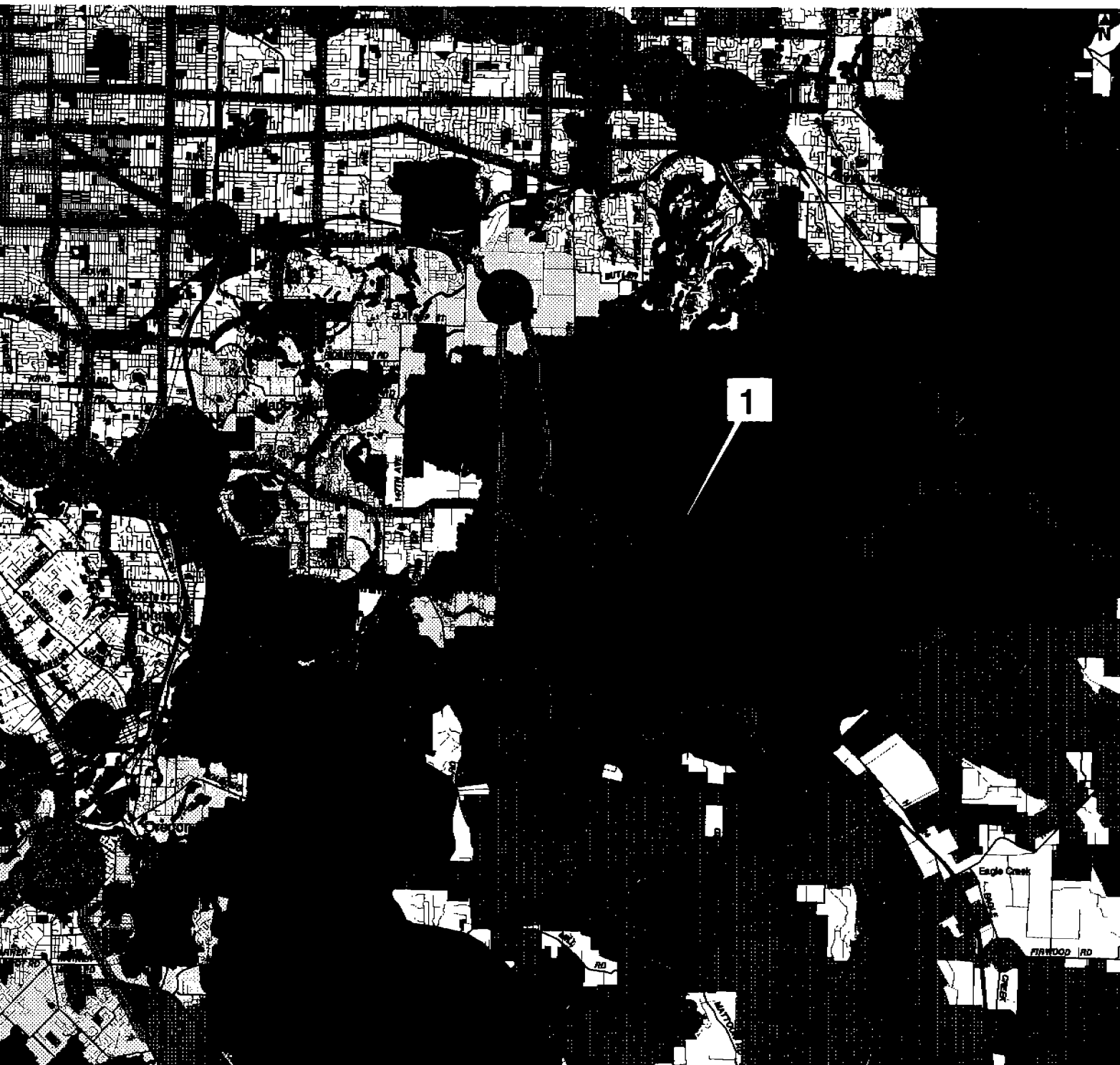


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MAP 14

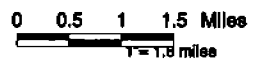
Potential Regional Thoroughways
2040 Concept Map Update

 Potential Thoroughway

Ordinance 00-869A

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MAP 15

Potential Regional Throughways 2040 Concept Map Update

 Potential Throughway

Ordinance 00-869A

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MAP 16

Cornelius 2040 Concept Map Update

-  Employment Area
-  Industrial Area
-  Corridors
-  Inner Neighborhood
-  Outer Neighborhood
-  Town Center
-  Regional Center

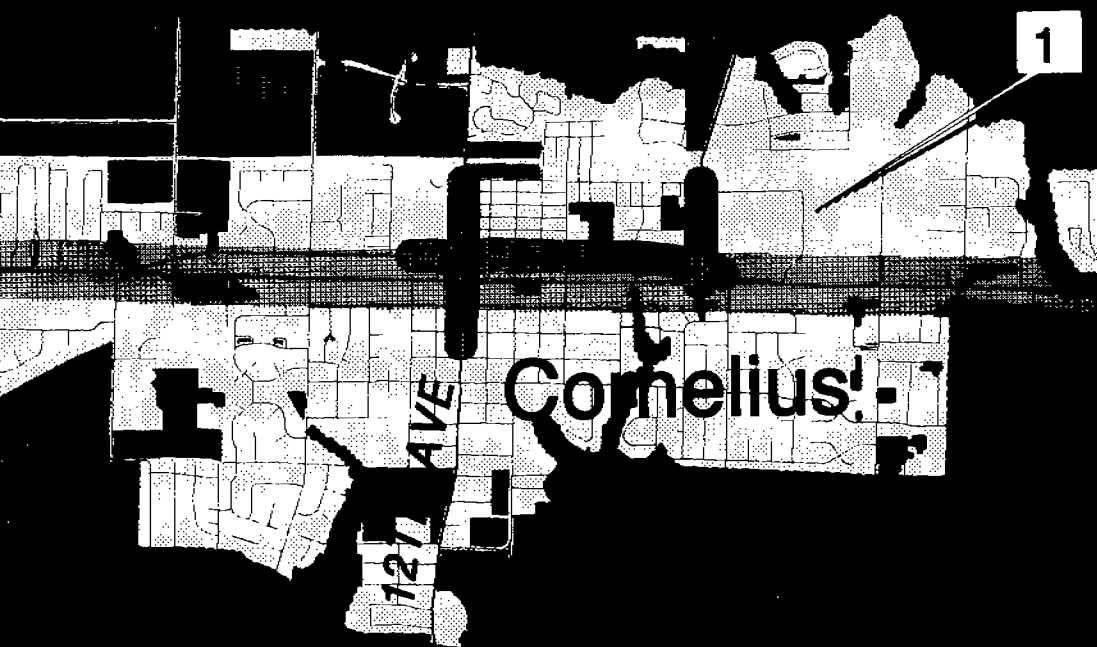
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1" = 6023 feet



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MAP 17

Cornelius Title 4 Update

-  Employment Area
-  Industrial Area
-  Area Removed

DRAFT

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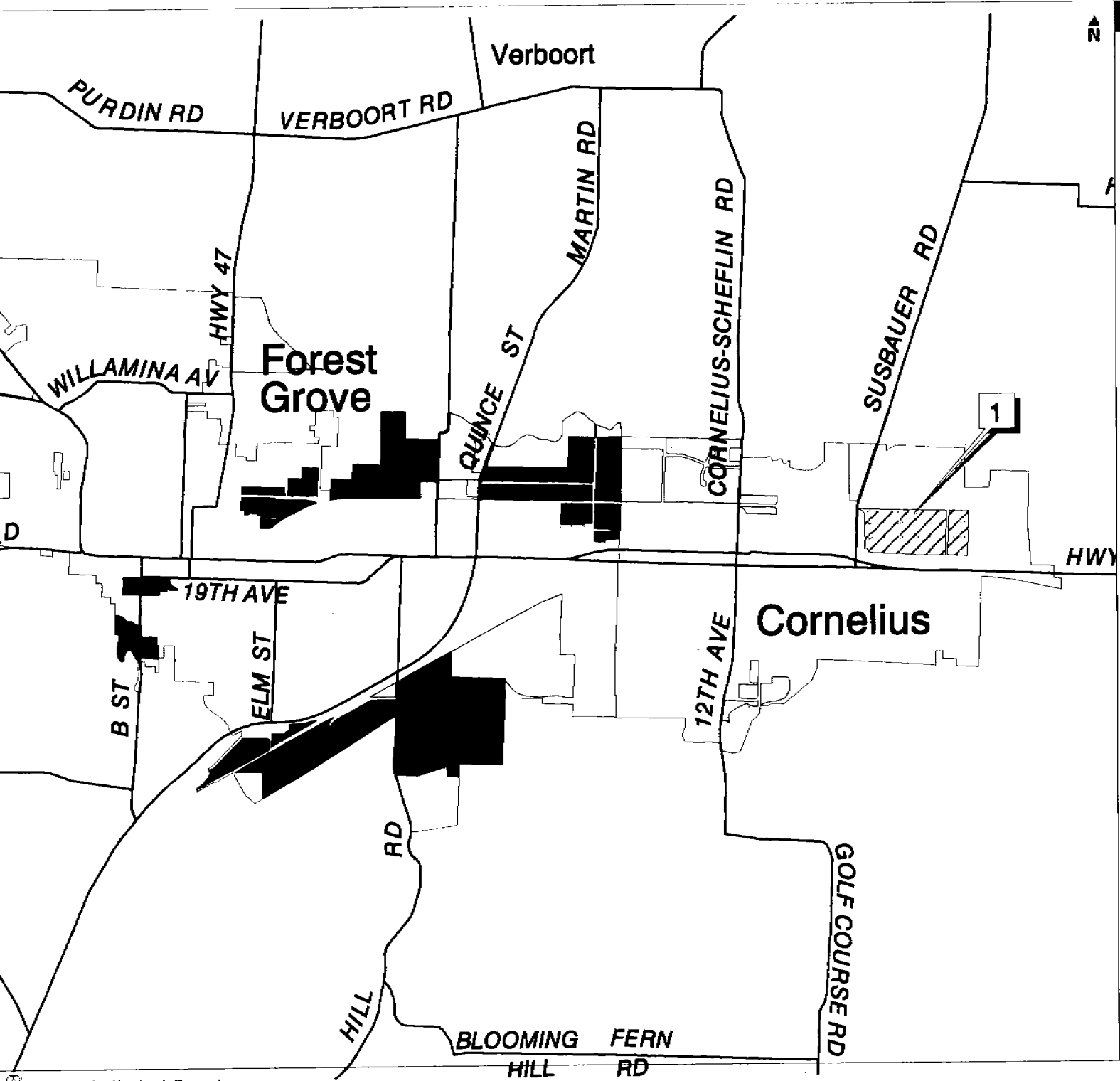


1" = 2283 feet



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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) ORDINANCE NO. 01-892
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 – FEBRUARY 2001

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 a portion of 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.

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 a portion of the Employment Area on both sides of Highway 217, south of Tualatin Valley Highway is changed to Industrial Area. The Industrial Area 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 Employment Area around Amberwood Drive and Cornell Road is extended to the edge of these roads.

u. The Employment Area in Johnson City is removed.

v. The Employment Area designation along N. Hayden Meadows Drive is removed.

ADOPTED by the Metro Council this _____ day of _____ 2001.

David Bragdon, Presiding Officer

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

Daniel B. Cooper, General Counsel

STAFF REPORT

*CONSIDERATION OF ORDINANCE NO. 01-892
AMENDING ORDINANCE NO. 95-625A TO AMEND THE
2040 GROWTH CONCEPT MAP AND THE TITLE 4:
INDUSTRIAL AND EMPLOYMENT AREAS MAP,
FEBRUARY 2001*

Date: February 2001

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

PROPOSED ACTION

Adoption of Ordinance No. 01-892 to amend the 2040 Growth Concept Map and the Employment and Industrial 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 Employment and Industrial Areas Map comes from Metro Code 3.07.820.B.4.

BACKGROUND

As the jurisdictions work through the Urban Growth Management Functional Plan (Functional Plan) compliance process, a number of requests for amendments to the 2040 Growth Concept Map have been received. Requests for amendments to the 2040 Growth Concept Map were expected and staff anticipates that additional requests will come forward as more jurisdictions come into compliance with the requirements of the Functional Plan.

The requests for amendments to the maps are part of the larger compliance process that is made up of four elements.

Compliance with Functional Plan Requirements	Procedure to Follow
Compliance/Substantial Compliance with the Requirements	Administrative Process
Request for Time Extensions	Council Legislative Process
Map Amendments: <ul style="list-style-type: none">• Correct Inaccuracies• Refinements based on compliance work	Council Legislative Process
Exception to the Requirements	Exceptions Process

Each of these elements brings the local jurisdictions into compliance with the requirements of the Functional Plan either through an amendment to local regulations, a refinement to Metro maps or, as is the case of the exceptions, excusing a jurisdiction

from compliance with an element of the Functional Plan. Of course, Metro Council always has the option of amending its policies.

Decisions regarding the first three elements are made based on the information provided by the local governments. Exceptions, the fourth element, forgive an obligation on the part of the local government to meet a Functional Plan requirement. These may be text or map requirements reflected in the Functional Plan. Because of this, it is proposed that decisions regarding this element would require the requesting jurisdiction to address the exception criteria introduced in Resolution No. 00-3016, Functional Plan Exception Process which is currently under discussion at the Community Planning Committee.

All of the map amendments addressed in Ordinance No. 01-892 are subject to Council approval. Staff have determined that the amendments to the 2040 Growth Concept and Employment and Industrial Areas maps addressed in Ordinance No. 01-892 either correct mapping inaccuracies or are refinements to the maps resulting from local efforts to comply with the requirements of the Functional Plan. A more detailed discussion of correcting map inaccuracies and refine maps in response to local planning efforts to come into compliance with the requirements of the Functional Plan follows.

If the Council determines that one or more of the requested amendments should be considered as an Exception, the request would be subjected to the full exception process. This would involve the requesting jurisdiction to address the six exception criteria described in Resolution No. 00-3016 Functional Plan Exception Process.

In July 1997, Metro Council adopted a substantial number of amendments to the 2040 Growth Concept Map and Employment and Industrial Areas 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.

Staff recommends that the Metro Council follow the approach used in the adoption of Ordinance No. 97-690A that also amended the 2040 Growth Concept and Employment and Industrial Areas maps. During that process, the Growth Management Committee referred the proposed amendments to the Metro Policy Advisory Committee for their consideration.

Considerations for Map Amendments

As noted above Cities and counties may request changes to a Metro map in order to:

- Correct map inaccuracies;
- Refine maps in response to local planning efforts to come into compliance with the requirements of the Functional Plan; and
- Seek an exception to the requirements of the Functional Plan.

When developing the 2040 Growth Concept Map, the Employment and Industrial Areas Map and the Parking Map, the intention was to reflect what was in place in local comprehensive plans and zoning codes at the time the maps were adopted. As the

cities and counties work toward compliance with the requirements of the Functional Plan, it is expected that map inaccuracies will be identified and refinements to local plans and codes based on efforts to come into compliance with the requirements of the Functional Plan will effect the designations on the maps. Unless a regional issue emerges from that change, Metro's maps should continue to reflect the local plans. A third circumstance may arise where a city or county may request an exception to a requirement of the Functional Plan as described in Metro Code 3.07.820.B which may also require a map change. In those cases, the city or county would need to follow the exception process to change the map.

In mapping the design types, an attempt was made to be consistent with local comprehensive plans and zoning designations as well as actual land uses. For example, Regional Centers were located in established downtowns (Hillsboro, Beaverton, Gresham, Oregon City and Milwaukie) or in areas with commercial uses that already had a regional market (Clackamas Town Center, Washington Square, Gateway). Town Centers were located in the downtowns of smaller cities (Forest Grove, Lake Oswego, Troutdale), where there was an established community focal point (Cedar Mill, Tanasbourne, Raleigh Hills) or where there was potential for creating a future mixed-use center (Orenco, Fairview/Wood Village, Sunset Transit Station).

Employment and Industrial Area designations were located in areas that were zoned for industrial, manufacturing and other non-retail employment uses. In some jurisdictions, industrial zoning designations allowed flexible space and retail uses in addition to industrial and manufacturing uses. In meeting the Title 4 regulations, jurisdictions must now prohibit large-scale retail uses in their industrially zoned areas. It may be the case that in some areas it is the industrial use that is inappropriate rather than the retail uses. It may be that these areas should be removed from the Employment and Industrial Areas Map rather than be subjected to large-scale retail restrictions.

As the cities and counties complete their compliance work, a number of requests have been made to amend the 2040 Growth Concept and the Employment and Industrial Areas maps to better reflect the existing and planned development patterns.

Mapping inaccuracies may include:

- Designations that split a property;
- Employment or Industrial Area designations on land used for residential, recreational or parks; or
- Areas zoned for industrial uses not designated as Industrial Areas.

Changes in circumstances/reflections of local planning efforts may include:

- Moving a Town Center;
- Replacing an Industrial or Employment Area designation on areas developed primarily as commercial; or
- Adjusting the location of a Main Street or Corridor as a result of a local planning exercise.

Exceptions may include:

- Removing the Station Community designation from a light rail station;
- Removing a Town Center designation; or

- Removing an Industrial Area designation from a location that would negatively impact the regional transportation system for moving freight for adjacent or nearby areas designated as Industrial or Employment Areas

PROPOSED 2040 GROWTH CONCEPT MAP AND EMPLOYMENT AND INDUSTRIAL AREAS MAP AMENDMENTS

Beaverton, Clackamas County, Hillsboro and Portland have requested amendments to their Industrial and Employment designations on the 2040 Growth Concept Map. 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. The City of Hillsboro has also requested that a number of Corridors be added and that the Tanasbourne Town Center be moved to the west of 185th.

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

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. Since 1997, Metro Council has expanded the Urban Growth Boundary through legislative and quasi-judicial decisions. Design types are proposed to be assigned to these areas as part of these map amendments. As the Highway 47 realignment to the north of Forest Grove has been completed, staff is recommending that proposed regional throughway designation be removed. Finally, with the approval of the Regional Transportation Plan the alignments of the Sunrise Corridor and the I-5 of potential regional throughways to 99W Corridors have been modified. It is recommended that these modifications be reflected on the 2040 Growth Concept Map.

A number of the requested amendments to the Employment and Industrial 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 not the underlying Industrial or Employment Area Designation. 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, these amendments to the Employment and Industrial Areas map show no apparent change to the 2040 Growth Concept 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 included in Attachment 1 to the Staff Report.

City of Beaverton

2040 Growth Concept Map Amendment Recommendation: Replace an Industrial Area with Employment Area, replace various Employment Areas with Industrial Areas and replace Inner Neighborhood with Employment Area as shown on Map 1.

Employment and Industrial 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 as shown on Map 2.

Beaverton has requested a number of amendments to the Employment and Industrial Areas map to better reflect the locations of the industrial and employment zones. Under the City's requested amendments, there will be an increase from the current 476 acres to 744 acres in the amount of land covered by the Title 4 regulations.

The City is requesting that the Industrial Area designation southwest of Cornell Road at Twin Oaks (shown as 1 on Maps 1 and 2) be redesignated Employment Area. The City is also requesting that the Employment Area be extended north and south of Twin Oaks to Cornell Road.

The City is requesting that the Employment Area designation be removed from the Tualatin Hills Park and Recreational District Skate Park (shown as 2a on Map 2). The Public Park designation on the 2040 Growth Concept Map remains the same. The City is requesting that Employment Area designations be added north and south of Science Park Drive west of the Sunset Swim Center/Park (shown as 2b on Map 2) be added to the Employment and Industrial Areas map. The Town Center designation on the 2040 Growth Concept Map remains the same.

The properties on both sides of Highway 217, south of Tualatin Valley Highway (shown as 2 on Map 1 and 3 on Map 2) 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 a portion of the Employment Area be changed to Industrial Area on the 2040 Growth Concept map and the same change on the Employment and Industrial Areas Map 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 Map 2) were designated as Employment Area. As this area is in a floodplain, the City is requesting that it be removed from the Employment and Industrial Areas map. The Public Park designation for the area 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 west of Highway 217 (shown as 5 on Map 2) be removed from the Employment and Industrial 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 Map 2) be removed from the Employment and Industrial Areas Map. The area is designated as the Murray Scholls Town Center on the 2040 Growth Concept map and will remain the same.

The City is requesting that Industrial and Employment Area designations be added to the Employment and Industrial Areas map in the area located south of Jenkins Road and east of 158th Avenue (shown as 7 on Map 2). This area is designated as Station Community on the 2040 Growth Concept Map.

The City is requesting that Employment Area designation be added to the Employment and Industrial Areas map in the area north of Baseline Road and west of 158th Avenue (shown as 3 on Map 1 and 8 on Map 2). This area is designated as Corridor and Inner Neighborhood on the 2040 Growth Concept map. The Inner Neighborhood designation is proposed to be changed to Employment Area. 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 as shown on Map 3.

Employment and Industrial 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 as shown on Map 4.

Clackamas County has identified 3 areas as Industrial Areas and two as Employment Areas. Under the County's requested amendments, the areas covered by the Title 4 regulations will increase from the current 2430 acres to 2710 acres.

Clackamas County's 3 primary industrial areas include Johnson Creek industrial area (shown as 1 on Maps 3 and 4), the Jennings Lodge industrial area (shown as 2 on Maps 3 and 4) and the Clackamas Industrial Urban Renewal District (shown as 3, 4a and 4b on Maps 3 and 4). 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.

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 5 on Maps 3 and 4). 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 6 on Maps 3 and 4).

There are several areas currently designated as Employment or Industrial Areas that are residential in nature. The County is requesting that these areas be designated as Inner Neighborhood. These include the Employment Area on Sunnyside Road east of SE 97th (shown as 7 on Maps 3 and 4), the Employment Area near SE 92nd, west of Stevens and east of I-205 (shown as 8 on Maps 3 and 4) and the Industrial Area on the Fuller Road Triangle (shown as 9 Maps 3 and 4). The County is also requesting that the Industrial Area south of Vernon Street adjacent to the Clackamas Industrial Urban Renewal District (shown as 10 on Maps 3 and 4) be designated as Outer Neighborhood.

Gladstone

2040 Growth Concept Map Amendment Recommendation: Switch the areas designated as Inner and Outer neighborhoods as shown on Map 5.

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 as shown as 1 and 2 on Map 5.

Hillsboro

2040 Growth Concept Map Amendment Recommendation: Remove and add Corridor designations, replace Industrial and Employment Areas with various design types as shown on Map 6.

Employment and Industrial Areas Map Amendment Recommendation: Replace Industrial Area with Employment Area, remove and add Employment Areas and remove Industrial Areas as shown on Map 7.

The City has requested that the Corridor designation on NW Walker Road between NW 185th Avenue and NW Amberglen Parkway be removed (shown as 1 on Map 6) and that the Corridor designation be added to the following:

- NW Evergreen Parkway between NW Cornell Road and NW 229th Avenue (shown as 2 on Map 6);
- NW Stuckie Avenue between NW Cornell Road and NE Evergreen Parkway (shown as 3 on Map 6). This Corridor is covered by the relocated Town Center;
- NW 229th/231st Avenue between NW Evergreen Parkway and Baseline Road (shown as 4 on Map 6); and
- SW 231st/SW 234th and protected right of way from Baseline Road to the City border (shown as 5 on Map 6).

The addition of these four corridors is consistent with the Regional Transportation Plan, as they have been identified as locations suitable for regional bus routes. Corridor are expected to provide opportunities for increased residential and employment. Typical new development would include rowhouses and one to three story office and retail buildings. Corridor type development patterns along these corridors would enhance these identified regional bus routes and the City should look for opportunities to increase the housing and employment densities in these areas.

Hillsboro has identified a number of locations in the City, where the current designations of Employment or Industrial Area should be removed from the Employment and Industrial Areas map.

These areas are already designated as Open Space on the 2040 Growth Concept Map and 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 1 on Map 7);
- The Hillsboro Stadium and several ball fields owned and operated by the City (shown as 2 on Map 7); 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 3 on Map 7).

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 Stucki Avenue. The Town Center needs to shift slightly south and west to reflect the core (shown as 6 on Map 6). 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 4 on Map 7);
- The Cornell-Walker Roads Superblock in the Tanasbourne Town Center (shown as 5 on Map 7); and
- Residential areas within the Tanasbourne Town Center (shown as 6 on Map 7).

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, (shown as 7 on Maps 6 and 7) are located south of Dawson Creek, west of NE Shute Road, south of NW Butler, west of NW 229th and south of NW Rockspring, west of NW 206th.

The City has identified one area that has both Industrial and Employment Area designations. This area (shown as 8 on Maps 6 and 7) 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 remain in place.

The City is requesting that the boundaries for the Employment Area around Amberwood Drive and Cornell Road (shown as 9 on Map 7) be modified on the Employment and Industrial Area Map to extend to the edge of these roads. The Corridor designation on the Growth Concept Map would remain in place.

Johnson City

2040 Growth Concept Map Amendment Recommendation: Replace Employment Area with Inner Neighborhood as shown on Map 8.

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

Johnson City replaced its industrial zone with a multi-family residential zone. The area formerly zoned as industrial is composed primarily of a wetland with a steep slope to the

north. The buildable portion of the area has been developed as residential, a use that was permitted under the former industrial zone. The residential zone more closely matches the type of development that has occurred in this area. 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. This designation is completely surrounded by land designated as Inner Neighborhood. The road that abuts the Employment Area is at the top of the steep slope and is residential in nature. The proposed redesignation from Employment Area to Inner Neighborhood (shown as 11 on Map 4 and 1 on Map 8) would more accurately reflect what is in place in Johnson City.

Milwaukie

2040 Growth Concept Map Amendment Recommendation: Replace Regional Center with Town Center as shown on Map 8.

At its meeting of October 14, 1999, Metro Council adopted Resolution No. 99-2835 which expressed the intent to amend the 2040 Growth Concept Map by ordinance to redesignate the Milwaukie Regional Center as a Town Center (shown as 2 on Map 8). 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. This map amendment implements the directive of Resolution No. 99-2835.

Portland

2040 Growth Concept Map Amendment Recommendation: Replace Employment Area with Station Community and Inner Neighborhood as shown on Map 9.

Employment and Industrial Areas Map Amendment Recommendation: Remove Employment Area as shown on Map 10.

The City is requesting that the Employment Area designation along N. Hayden Meadows Drive (shown as 1 on Maps 9 and 10) be removed. 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 provides for an exception to the large-scale retail prohibitions for employment areas that have substantially developed retail areas.

A portion of this area is included in the Station Community centered on the Portland International Raceway and the remainder is proposed to be designated as Inner Neighborhood.

Additional Map Changes

Station Communities

2040 Growth Concept Map Amendment Recommendation: Relocate the Station Community locations on the North Corridor Interstate MAX line and Airport Extension MAX line, relocate the South Corridor MAX line to show the adopted alignments as shown on Map 11.

The locations of the Station Community designation have been finalized for the North Corridor Interstate MAX line and the Airport Extension MAX line. Staff is recommending that these final locations be reflected on the 2040 Growth Concept Map.

The North Corridor Interstate MAX line (shown as 1 on Map 11) runs along Interstate Avenue from the Steel Bridge to the Expo Center with a planned extension to Hayden Island. The Station Communities are centered on the intersections of Interstate Avenue and 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 Community at the Portland International Raceway and the terminus at the Expo Center. Future plans extend the terminus to Hayden Island.

The Airport Extension MAX line (shown as 2 on Map 11) 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 three Station Communities located on this MAX line. The first Station Community, the Parkrose Station is located on the east side of I-205 between Sandy and Columbia Boulevards. Two Station Communities will be located in the Portland International Center: one at the eastern end and one at the western end of the development. The line will terminate approximately 100 feet west of the Airport's baggage claim area.

Metro Council has adopted a locally preferred alternative and Land Use Final Order for the South Corridor MAX line (shown as 3 on Map 11) and this alignment is reflected in the Region Transportation Plan. The Land Use Final Order defines the alignment and locations of the Station Communities for the MAX line. The 2040 Growth Concept Map differs in some locations from the selected alignment and station locations of the preferred alternative. The Station Communities 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 MAX 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 Blvd. 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 I-205 from the shopping mall.

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

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 as shown on Map 12.

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 ordinance 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 Map 12). 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 Mobile Court, which is located east of Cornelius (shown as 13 on Map 12). 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 Map 12). 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 Map 12). 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 (portion) and 34 (portion) in the Stafford Basin, former Urban Reserve No. 43 south of Tualatin and former Urban Reserve No. 47 west of King City. All of these were first tier reserves. The design type designation for former Urban Reserves 33 and 34 (shown as 5 on Map 12) is proposed to be Inner Neighborhood. The design type designation for former Urban Reserve No. 43 (shown as 9 on Map 12) is proposed to be Outer Neighborhood. The design type designation for Former Reserve No. 47 (shown as 10 on Map 12) 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 Map 12). 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 Map 12). 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.

Ordinance No. 98-786C expanded the boundary to bring in former Urban Reserve Nos. 14 and 15 in Pleasant Valley (shown as 3 on Map 12). 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 Map 12). 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 Map 12). 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 Map 12). 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 Map 12) and former Urban Reserve No. 41, the Dammasch area (shown as 8 on Map 12). The design type designations proposed for these areas is Outer Neighborhood for former Urban Reserve 39 is and Inner Neighborhood for former Urban Reserve No. 41. The Outer Neighborhood designation for the portion of the Dammasch area inside the Urban Growth Boundary prior to the adoption of Ordinance No. 99-834 has been replaced with Inner Neighborhood (shown as 1 on Map 13).

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 Map 12). The design type designation for this area is proposed to be Outer Neighborhood.

Ordinance No. 00-872A, a locational adjustment, expanded the boundary to include an additional piece of the Jackson Bottom wetland in the south of Hillsboro (shown as 12 on Map 12). 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 and are proposed to be removed.

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). These changes to the 2040 Growth Concept Map are described in the previous section under "Additions to the Urban Growth Boundary."

In January 2000, the Land Conservation and Development Commission amended the 1992 Urban Reserve Rule making the designation of urban reserves optional for Metro. Metro is exercising this option by not considering any designation of urban reserves at this time. This designation can be removed from the legend of the 2040 Growth Concept Map at this time.

The removal of the Urban Reserve designation raises a number of issues regarding the depiction of the areas outside of the Urban Growth Boundary. Further discussion concerning how lands outside of the Urban Growth Boundary should be represented will be necessary as part of Phase 2 of the Urban Growth Boundary periodic review. Staff will be bringing this issue forward to Council at a later date.

Highway 47 Realignment

2040 Growth Concept Map Amendment Recommendation: Remove the Proposed Regional Throughway designation from Highway 47 and show it as a throughway.

The Highway 47 realignment is shown on the 2040 Growth Concept Map as a Proposed Regional Throughway. As the realigned roadway, which completes the by-pass around the Forest Grove downtown, has been constructed staff recommend that the Highway be shown as a throughway on the 2040 Growth Concept Map.

Regional Transportation Plan Improvements

2040 Growth Concept Map Amendment Recommendation: Relocate the proposed alignments for the Sunrise Corridor and add the proposed south alignment to the I-5 to 99W connector as shown on Maps 14 and 15.

The 2040 Growth Concept map includes three potential regional throughways. Ordinance No. 00-869A, which adopted the Regional Transportation Plan, included a proposed realignment for the Sunrise Corridor and a proposed south alignment has been added to the I-5 to 99W connector. These amendments were supported by the findings prepared for the Regional Transportation Plan.

The Sunrise Corridor connects I-205 south of the Clackamas Regional Center to Highway 26 at Compton Road. The revised alignment of the Sunrise Corridor (shown as 1 on Map 14) reflects the Clackamas County Commission's preferred alignment for this throughway. Planning now underway for the Damascus Area could lead to further changes to this alignment.

The I-5 to 99W connector is needed to accommodate regional traffic but move it away from the Tualatin, Sherwood and Tigard town centers. A second alternative to this proposed connector was needed due to rapid development in Sherwood and Tualatin that could make the north alignment difficult to build. The south alignment begins at the same point along I-5 but follows the southern edge of the Urban Growth Boundary and connects to 99W south of Sherwood (shown as 1 on Map 15).

FUTURE 2040 GROWTH CONCEPT MAP AMENDMENTS

Staff anticipates that there will be need for further amendments to the 2040 Growth Concept map. Future amendments may include:

- Additional requests from the cities and counties for amendments as the Functional Plan compliance work is finalized;
- Possible modification of the designations of the areas outside of the Urban Growth Boundary
 - determining appropriate designations for the former Urban Reserves;
 - examination of the role of Rural Reserves;
 - review of Clark County designations; and
- Addition of future Regional Transportation Plan improvements.

BALLOT MEASURE 7 IMPLICATIONS OF THE PROPOSED AMENDMENTS

The proposed amendments to the 2040 Growth Concept and the Employment and Industrial Areas maps reflect decisions already made by the local jurisdictions and by Metro Council. The approximately 65 amendments in Ordinance No. 01-892 will bring the two maps into agreement with these previously adopted decisions. If Ballot Measure 7 is found to be constitutional, there may be implications for the local governments that have requested the map amendments proposed in Ordinance No. 01-892. Metro Council's action to amend the maps by itself would not appear to trigger the right to bring a Ballot Measure 7 claim.

BUDGET IMPACT

Adoption of this ordinance has no budget impact.

EXECUTIVE OFFICER'S RECOMMENDATION

That the recommended amendments to the 2040 Growth Concept and the Employment and Industrial Areas maps described above be adopted.

ATTACHMENT 1 – List of Maps

Map 1 – Beaverton 2020 Growth Concept Map Update

Map 2 – Beaverton Title 4 Map Update

Map 3 – Clackamas County 2040 Growth Concept Map Update

Map 4 – Clackamas County/Johnson City Title 4 Map Update

Map 5 – Gladstone 2040 Growth Concept Map Update

Map 6 – Hillsboro 2040 Growth Concept Map Update

Map 7 – Hillsboro Title 4 Map Update

Map 8 – Milwaukie/Johnson City 2040 Growth Concept Map Update

Map 9 – Portland 2040 Growth Concept Map Update

Map 10 – Portland Title 4 Map Update

Map 11 – Light Rail 2040 Growth Concept Map Update

Map 12 – Areas Added to the Urban Growth Boundary by Ordinance

Map 13 – Wilsonville 2040 Growth Concept Map Update

Map 14 – Potential Regional Throughways 2040 Growth Concept Map Update

Map 15 – Potential Regional Throughways 2040 Growth Concept Map Update