

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, May 13, 2009
Time: 5 to 7 p.m.
Place: Council Chambers

- | | | | |
|---------|-----|--|--------------------------|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Tom Brian, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Tom Brian, Chair |
| 5:07 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>CONSENT AGENDA</u> | Tom Brian, Chair |
| | * | • Consideration of the MPAC Minutes for April 22, 2009 | |
| 5:12 PM | 5. | <u>COUNCIL UPDATE</u> | |
| | 6. | <u>ACTION ITEMS & INFORMATION / DISCUSSION ITEMS</u> | |
| 5:15 PM | 6.1 | # Investment in Great Communities Matrix – <u>DISCUSSION</u> | |
| 5:30 PM | 6.2 | * Preliminary Employment Urban Growth Report and
Employment Land Choices – <u>INFORMATION / DIRECTION</u> | Carl Hosticka, Councilor |
| 6:15 PM | 6.3 | * Construction Excise Tax Renewal – <u>UPDATE/DISCUSSION</u> | Andy Shaw |
| 6:45 PM | 7. | <u>ADJOURN</u> | Tom Brian, Chair |

* Material available electronically.

** Material to be e-mailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.



Metro Policy Advisory Committee

MINUTES

April 22, 2009

5 to 7 p.m.

Council Chambers

MEMBERS PRESENT

Tom Brian, Chair
Sam Adams
Pat Campbell
Jody Carson
Nathalie Darcy
Dennis Doyle
Amanda Fritz
Jack Hoffman
Dick Jones
Richard Kidd
Robert Liberty
Don McCarthy
Rod Park
Wilda Parks
Michelle Poyourow
Judy Shiprack
Rick VanBeveren
Jerry Willey
Dilafruz Williams

AFFILIATION

Washington Co. Commission
City of Portland
City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
Washington Co. Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
City of Portland
City of Lake Oswego, representing Clackamas Co. Largest City
Clackamas Co. Special Districts
City of Forest Grove, representing Washington Co. Other Cities
Metro Council
Multnomah Co. Special Districts
Metro Council
Clackamas Co. Citizen
Multnomah Co. Citizen
Multnomah Co. Commission
TriMet Board of Directors
City of Hillsboro, representing Washington Co. Other Cities
Governing Body of School Districts

MEMBERS EXCUSED

Ken Allen
Shane Bemis, Vice Chair
Richard Burke
Carl Hosticka
Robert Kindel
Charlotte Lehan
Alice Norris
Steve Stuart
Mike Weatherby
Richard Whitman

AFFILIATION

Port of Portland
City of Gresham, representing the Multnomah Co. 2nd Largest City
Washington Co. Special Districts
Metro Council
City of North Plains, representing City in Washington Co. outside UGB
Clackamas Co. Commission
City of Oregon City, representing Clackamas Co. 2nd Largest City
Clark Co., Washington Commission
City of Fairview, representing Multnomah Co. Other Cities
Oregon Dept. of Land Conservation & Development

ALTERNATES PRESENT

Bob Austin
Shirley Craddick
Jim Kight
Keith Mays
Doug Neeley

AFFILIATION

Clackamas Co. Commission
City of Gresham, representing the Multnomah Co. 2nd Largest City
City of Troutdale, representing Multnomah County Other Cities
City of Sherwood, representing Washington County Other Cities
City of Oregon City, representing Clackamas Co. 2nd Largest City

STAFF

Andy Cotugno, Kim Ellis, Kelsey Newell, Ken Ray, Malu Wilkinson.

1. CALL TO ORDER

Chair Tom Brian declared a quorum and called the meeting to order at 5:09 p.m.

2. SELF INTRODUCTIONS & COMMUNICATION

All attendees introduced themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

Consideration of the MPAC Minutes for April 8, 2009

MTAC Member Nomination

MOTION: Councilor Jody Carson moved, Mayor Richard Kidd seconded, to adopt the April 8, 2009 meeting minutes.

ACTION: With all in favor, the motion passed.

MOTION: Commissioner Bob Austin moved, Councilor Doug Neeley seconded, to approve the MTAC member nomination.

ACTION: With all in favor, the motion passed.

5. COUNCIL UPDATE

Councilor Robert Liberty stated that the second of the three part series of construction excise tax meetings has been scheduled for April 28th. MPAC is scheduled to discuss and make a recommendation to the Metro Council at their May 13th and May 27th meetings respectively. In addition, Councilor Liberty stated that Metro Council is currently reviewing potential budget amendments including funding for a Regional Choice Housing Fund, Climate Change, a Development Opportunity Fund and so on. A formal Council hearing has been scheduled for April 30th.

Councilor Carlotta Collette reminded committee members to visit the Metro web site and review the High Capacity Transit build-a-system online tool. The web-tool will be taken offline on April 24th.

Mr. Mike Wetter of Metro briefly introduced Ms. Ellen Pope, Director of Comparative Domestic Policy with the German Marshall Fund, which recently invited Portland to participate in the Transatlantic Cities Network (TCN). The TCN is a network of 25 cities in the US and Europe working to exchange information about innovative policies, best practices, and local policy challenges.

6. ACTION ITEMS & INFORMATION / DISCUSSION ITEMS

6.1 Review “Recap” memo, provide direction on areas of consensus and agree on schedule for areas of further discussion

Mr. Andy Cotugno of Metro asked committee members to review the policy direction received at the fall 2008 Joint MPAC/JPACT land use and transportation meetings and identify issues that the committee has agreement on and outstanding issues that require further discussion and policy direction. Staff will use this information to schedule MPAC policy discussion over the next several months.

Committee members provided comments on the first of five of the major policy elements of direction, “Focusing Growth in Centers and Corridors.” Discussion included:

- not limiting growth and tools to encourage growth exclusively to centers and corridors, especially when there is significant potential for capacity in unincorporated county areas;
- governance of incorporated versus unincorporated areas;
- a regional parking management program, concern with potential for urban sprawl if development of an urban form is not complete;
- urban services areas, presentation of the policy elements in a scenario format; and
- the relationship between taking an aggressive approach and maintaining a tight Urban Growth Boundary (UGB).

Members agreed that a committee retreat be scheduled to provide time for in-depth discussion on the above and the four remaining policy themes, “Employment and Industrial Areas,” “UGB Expansion,” “Transportation,” and “Climate Change.” Metro staff will poll members on their availability for a retreat shortly.

MOTION: Councilor Neeley moved, Mayor Kidd seconded, to approve the draft 2009 MPAC policy discussion schedule with the addition of a retreat in late spring or early summer.

ACTION: With all in favor, the motion passed.

MOTION: Mayor Sam Adams moved, Commissioner Judy Shiprack seconded, that the committee recognize that the recap memorandum from Andy Cotugno and Robin McArthur to MPAC, dated January 16, 2009 and revised February 4, 2009, is a starting point for discussion, further recognizing that different views exist among the elements of each of the five policy themes and that MPAC wishes future information and discussion.

ACTION: With all in favor, the motion passed.

6.2 Update on Regional Transportation Plan (RTP) Choices

6.2.1 Overview of process for integrating land use and RTP-related efforts into a comprehensive investment strategy

Councilor Rod Park provided a brief update on the process for integrating land use and Regional Transportation (RTP) related efforts into a comprehensive investment strategy for the state component of the 2035 RTP in preparation for future policy discussions on priorities and funding. His presentation included information on:

- Pressing challenges (i.e. Climate change and Energy Costs)
- Urban form, transportation and investment choices for the future
- Elements of a successful future and region

6.2.2 *Share case study illustrating integration in context of RTP Investment Strategy*

Ms. Kim Ellis of Metro provided a case study presentation on the City of Tigard illustrating the approach for integrating local aspirations and other RTP-elements into an updated RTP investment strategy this summer. Ms. Ellis reminded the committee that the RTP sets direction for transportation's role in supporting how and where the region wants to grow and addressing mobility, economic, environmental and community needs. She explained a goal of the presentation is to emphasize the land use and transportation connection and encourage MPAC members to think about and weigh in on what the RTP can do to further local and regional aspirations for growth.

Her presentation included information on:

- Investment strategy framework
 - 2035 Investment Strategy – Track 1: Regional and State Mobility
 - 2035 Investment Strategy – Track 2: Community Building
- Linking aspirations to priorities
 - Downtown Tigard
 - Washington Square regional center
 - Identified constraints
 - Highway 99W as an opportunity and constraint
 - Comparison of Tigard's local aspirations and investment priorities in current RTP
- MPAC's role and upcoming discussions

Ms. Ellis emphasized the importance of MPAC members talking with their land use and transportation staff and JPACT representatives to convey the importance of re-examining transportation investment priorities in the RTP to ensure they support local and regional aspirations for growth.

Ms. Nathalie Darcy highlighted an article written by Mr. Neil Pierce for the Oregonian addressing the federal government's movement towards integrating land use and transportation. (Article included as part of the meeting record.)

6.3 Preliminary Housing Needs Analysis

Councilor Liberty provided a presentation on the preliminary housing needs analysis. His presentation included information on:

- The importance of the analysis
- Requirements (e.g. Statewide Planning Goal 10 and State Metropolitan Housing Rule)
- Past efforts to increase housing choices
- The new analysis approach
- Cost-burdened household and key findings about the trends
- Affordability
- Possible household distribution with current high and low policy direction growth scenarios
- PSU's 2008 Housing Needs Study
- Next Steps

Councilor Liberty polled members on their opinion of the current state of the cost-burdened trend and where the trend is taking the region in the future. The majority of members disliked the current trend and agreed that the committee should take actions to change it.

Committee discussion included utility costs, affordable housing and urban sprawl in Clark County, Washington, and housing and transportation information as they pertain to schools.

ADJOURN

Chair Brian adjourned the meeting at 7 p.m.

Respectfully Submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 22, 2009

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
4.	Memo	4/15/09	To: MPAC From: Robin McArthur RE: New MTAC Member for MPAC Consideration	042209m-01
6.2	PowerPoint	4/22/09	Regional Transportation Plan: A Case Study of Tigard presented by Rod Park and Kim Ellis	042209m-02
6.2	Article	4/20/09	Article by Neil Peirce, The Oregonian	042209m-03
6.3	Report	4/2009	Preliminary Housing Needs Analysis Executive Summary	042209m-04
6.3	PowerPoint	4/22/09	Housing Needs Analysis presented by Robert Liberty	042209m-05

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable):

Preliminary employment urban growth report (UGR)

Presenter:

Carl Hosticka

Contact for this worksheet/presentation:

Malu Wilkinson

Council Liaison Sponsor:

Carl Hosticka

Purpose of this item (check no more than 2):

Information

Update

Discussion

Action

MPAC Target Meeting Date: 5/13/2009

Amount of time needed for:

Presentation 15 minutes

Discussion 30 minutes

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda):

(e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

To provide MPAC members with the preliminary employment urban growth report, an analysis of the 20-year employment demand and supply range, and to lay out policy questions.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.)

Local and regional choices will influence where the region falls within the range of both demand and supply. Some of the questions to consider include:

Supporting the region's place in a shifting global economy

1. The world is changing rapidly – what are our region's unique strengths in a global economy and how do we capitalize on those strengths in ways that are consistent with the region's vision? Should the region be positioned as a leader in the green economy to address greenhouse gas emissions and reduce dependence on imported sources of energy?
2. How important is land supply in the mix of elements that make up a strong regional economy (along with educated workforce, quality jobs, and other factors)?
3. Global economic conditions change quickly. Is twenty years an appropriate time horizon for planning how to accommodate job growth? How might we be prepared to act upon new opportunities in a timely fashion? How can we design a rapid response system to

support a strong regional economy both in the near term and sustainably over the next 40-50 years?

Maintaining capacity for land-extensive industry

4. Given the impossibility of predicting with confidence the need for large-scale manufacturing capacity over the 20-year planning period and the difficulties experienced trying to preserve large private parcels for industrial use in the face of pressures from landowners who do not want to “bank” their land for 10-15 years of waiting for a large company and from cities and counties that want flexibility to respond to more immediate opportunities, are there better ways than used in the past to address the call for large parcels?
5. Is employment land interchangeable or are there specialized needs for certain locations or industries? (For example, is a car manufacturer more likely to locate on Swan Island or in the Columbia Corridor while high tech companies may tend to cluster together?)
6. What strategies can be put in place to ensure that industrial land is used for job generating industrial purposes in order to protect public investments made to support industrial uses (such as transportation investments and planning efforts) and enhance regional competitiveness?

Investing and infrastructure

7. What strategies and investments would support more non-industrial employment in the region’s centers and corridors?
8. What is the right balance of strategies and investments to support redevelopment of existing employment areas and development on greenfield industrial sites when there are limited local and regional resources?
9. How should the region prioritize public investments, such as transportation, infrastructure, and technical resources? What does a city or county need to have in place to take advantage of regional investments?

Balancing local and regional perspectives and managing risk

10. How do we balance local desires or aversions with a regional perspective? (For example, what if all jurisdictions plan on being home to solar industries, but no jurisdictions plan on being home to warehousing and distribution)?
11. What are the risks of planning for the high or low end of the employment forecast? Are there different risks when planning for employment (versus housing)?
12. What are the risks of assuming that future employment trends will be the same or different, compared with today? Can the region minimize these risks by targeting high growth industries or business clusters? Or should there be less attention to identifying potential winners and losers, with more emphasis on assuring competitive capacity to serve the increasingly diverse needs of as yet unknown employers who will grow the jobs of the next 20-50 years?
13. In addition to the creation of employment capacity, are there reasons (based on the six desired outcomes) to expand the UGB?
14. How might our region’s policies and investments interact with actions taken in the broader economic region, from Longview to Salem?

Background and context:

Oregon land use laws require that Metro maintain capacity inside the urban growth boundary (UGB) to accommodate estimated housing needs for the next twenty years (for the purposes of this analysis, to the year 2030). Metro fulfills a similar role in determining whether or not there is adequate capacity for employment.

On March 25, 2009, a population and employment forecast was presented to MPAC. That forecast is Metro's determination of how much residential and employment growth is expected in the larger 7-county area by the year 2030. The forecast informs the urban growth report (UGR), which is an analysis of the current UGB's capacity to accommodate forecasted growth.

Two preliminary UGRs are being released this spring. The first was the preliminary residential UGR (topic for the April 8 MPAC meeting), followed by the current topic, the preliminary employment UGR. The purpose of releasing these preliminary UGRs is to engage local policy makers in a discussion of policies and investment strategies that could be pursued to implement the 2040 Growth Concept and improve outcomes for current and future residents of the region.

The preliminary employment UGR is a statement the UGB's estimated capacity, given current policies (including current zoning) as well as anticipated public investment and market trends over the 20-year period. New local and regional actions (policies and investments) that are put in place in 2009 will be accounted for in the final UGR, which will be adopted by Metro Council resolution by the end of 2009.

Throughout 2010, local and regional governments will continue to implement policies and investments to create and enhance great communities while accommodating anticipated growth. By December 2010, the Metro Council will submit plans to accommodate at least 50 percent of any 20-year capacity need to LCDC. If, by December 2011, any additional 20-year capacity need remains, the Metro Council will consider urban growth boundary expansions into designated urban reserves.

What has changed since MPAC last considered this issue/item?

The range forecast and the preliminary residential UGR have been publicly released.

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution)

Preliminary employment UGR and executive summary.

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):

MTAC will discuss the residential analysis as directed by MPAC. Proposed dates include May 20 and June 3.

MPAC Worksheet

Agenda Item Title: Construction Excise Tax Renewal

Presenter: Andy Shaw

Contact for this worksheet/presentation: Andy Shaw

Council Liaison Sponsor: Robert Liberty

Purpose of this item (check no more than 2):

Information	<u> </u>
Update	<u> X </u>
Discussion	<u> X </u>
Action	<u> </u>

MPAC Target Meeting Date: May 13th, 2009

Amount of time needed for: 30 minutes

Presentation 10 min.

Discussion 20 min.

Purpose/Objective

The purpose of this presentation is to provide an update and solicit feedback from this Committee

Action Requested/Outcome

No action required at this time

Background and context:

In 2005, Metro convened key stakeholders to discuss the challenge of completing Urban Growth Management Functional Plan (UGMFP) mandated planning for 2002-2005 UGB expansion areas. Many of the jurisdictions responsible for planning these areas lacked resources to conduct the required concept and comprehensive planning. The group was tasked with developing a funding mechanism to aid jurisdictions comply with the UGMFP in expansion areas. Stakeholders discussed and examined various funding mechanisms, and the excise tax emerged as a preferred finance tool. Metro established an 11-member Tax Study Committee to explore and define the parameters of the tax including rate, structure, exceptions, exemptions, duration, and oversight. The membership of this committee is defined in Metro's Charter and represented a wide range of interest. The Committee met over three months and on May 2006 made its recommendation to the Metro Council. In July 2006 the Council voted to enact the Construction Excise Tax (CET).

What has changed since MPAC last considered this issue/item?

Since the Metro CET was established in 2006, state law regarding local taxing authority has changed, limiting local government's authority to levy excise taxes on construction. In 2007, the Oregon

Legislature enacted Senate Bill 1036, which authorized school districts to levy a construction excise tax on new residential, commercial, and industrial construction to pay for school facility construction. However, the bill also prohibited the establishment of new construction excise taxes by other local governments. The state preemption expires in 2018. Existing CETs are “grandfathered” in – the local preemption does not apply to any tax “that is in effect as of May 1, 2007, or to the extension or continuation of such a tax, provided that the rate of tax does not increase from the rate in effect as of May 1, 2007”. Thus, state law allows Metro to continue levying a CET so long as the rate does not change. However, if the tax is allowed to sunset, SB 1036 would prohibit the re-institution of an excise tax until 2018.

As the CET sunset approaches, Metro has reconvened regional partners in an advisory group capacity to consider extending the tax to support a broader spectrum of planning needs throughout the region. This group will make recommendations to Metro’s Chief Operating Officer on whether to continue the program, and if so, what types of planning to support and how to distribute funds. The group has already met twice and its last meeting is scheduled for May 19, 2009.

Extending the tax would require an amendment to the current ordinance, which would take 90 days to become effective after it is passes.

What packet material do you plan to include?

PowerPoint slides

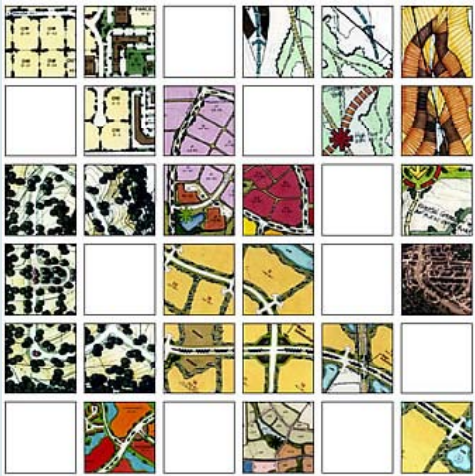
CET Report

What is the schedule for future consideration of item

MTAC: May 6, 2009

MPAC: May 13 and May 27, 2009

Metro Council: June 4 and June 11, 2009



Construction Excise Tax

Funding Planning in the Region

April 7, 2009

Why was CET Established?

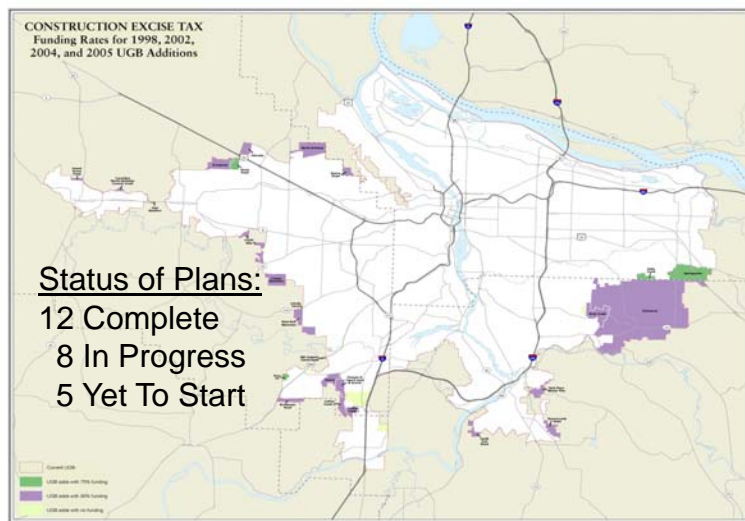
To provide funding for new area planning required to make land ready for development after its inclusion in the Urban Growth Boundary (UGB)

CET Process

- ▶ Regional Consensus and Collaborative Solution
 - ▶ Convened regional interests
 - ▶ Assessed the need
 - ▶ Vetted possible solutions
 - ▶ Tax Study Committee
 - ▶ Recommendation
 - ▶ Metro Council Ordinance



Planning Areas Funded by CET



CET Structure

- ▶ **Applies to:**
 - ▶ New construction within the Metro service district
 - ▶ Assessed at 0.12% of the value of the permit
- ▶ **Exceptions, Exemptions, and Ceiling**
 - ▶ Permits valued below \$100,000
 - ▶ Affordable housing or issued to 501(c)(3) nonprofits
 - ▶ Permits for construction valued at or above \$10 million are assessed a flat fee of \$12,000.
- ▶ **Sunset**
 - ▶ When total collection reach \$6.3 million

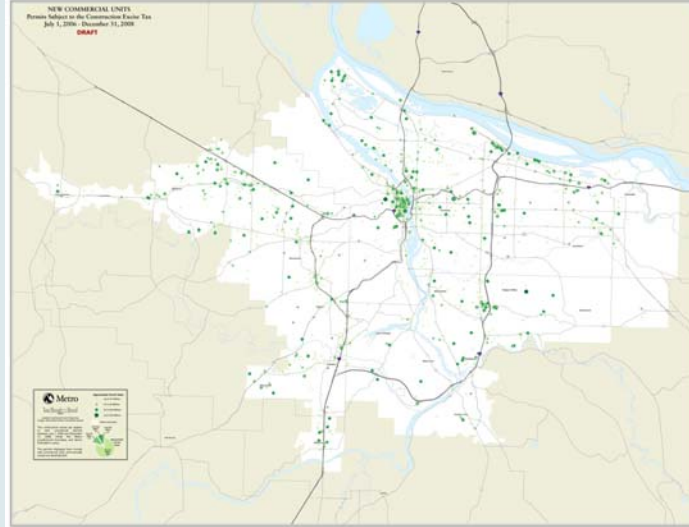


Funds Distribution

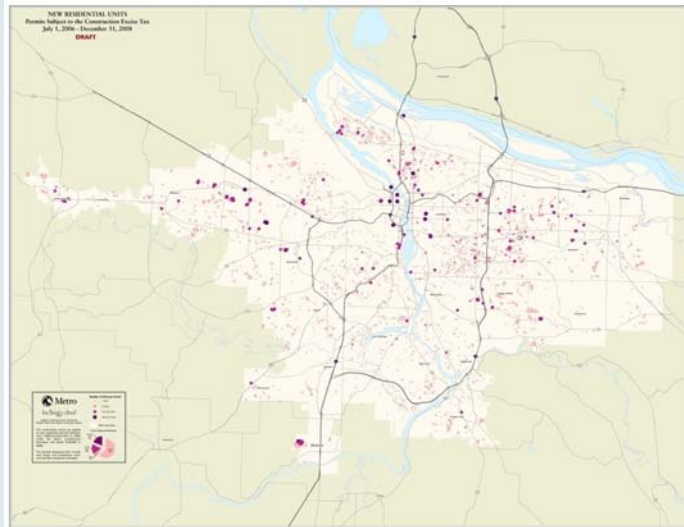
- ▶ Planning grants funded by application
- ▶ Two funding rates
 - ▶ Grants: 90%
 - ▶ Reimbursements: 75%
- ▶ Inter Governmental Agreements (IGA)



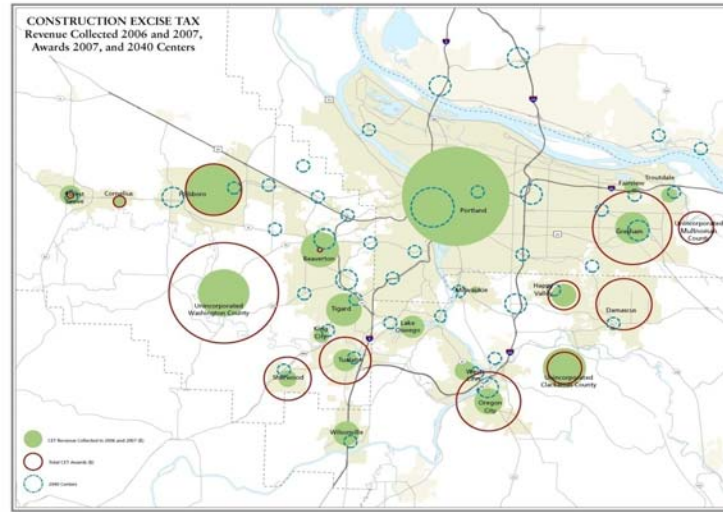
Commercial Permits Paying CET



Residential Permits Paying CET

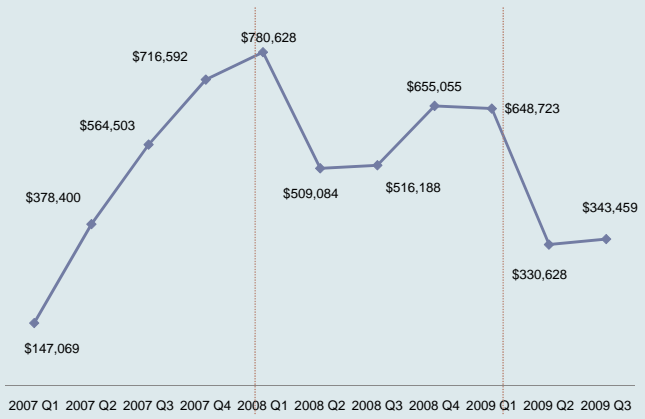


CET Revenue Collection & Distribution By Jurisdiction



CET Revenue History

Construction Excise Tax Revenues by Quarter



Current Issues

- ▶ **Sunset approaching**
 - ▶ Late summer/ early fall

- ▶ **Senate Bill 1036**
 - ▶ Preemption of new excise taxes until 2018
 - ▶ Exception – Metro’s CET is grandfathered

- ▶ **Against a Deadline**
 - ▶ Tax ordinance takes 90 days to become effective



CET Advisory Group

- ▶ **Convened broadly representative group advising Metro COO**

- ▶ **Extension questions:**
 - ▶ Tax structure
 - ▶ Purpose
 - ▶ Process

- ▶ **Three meetings during April & May**



CET Advisory Group

- ▶ **Themes that have emerged:**
 - ▶ Extend the program with the same tax structure
 - ▶ Five year sunset
 - ▶ Two rounds of grant applications
 - ▶ A broad spectrum of planning eligible
 - ▶ Emphasis on “on-the-ground” development outcomes
 - ▶ Target: existing areas, future expansion areas and reserves
 - ▶ Screening committee:
 - ▶ Evaluates applications
 - ▶ Makes recommendations to Metro Council
- ▶ **Next steps**
 - ▶ MPAC – May
 - ▶ Metro Council – June

▶

CLICK HERE FOR REPORT



Construction Excise Tax (CET) Performance Review

April 3, 2009

Materials following this page were distributed at the meeting.

 Metro | Agenda **REVISED**

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5:12 PM	5.	<u>COUNCIL UPDATE</u>	
	6.	<u>ACTION ITEMS & INFORMATION / DISCUSSION ITEMS</u>	
5:15 PM	6.1	# Frame Investment Choices: Introduce Concept of Integrating Investments – <u>INFORMATION/DISCUSSION</u>	Robin McArthur
5:30 PM	6.2	* Preliminary Employment Urban Growth Report and Employment Land Choices – <u>INFORMATION / DIRECTION</u>	Carl Hosticka, Councilor
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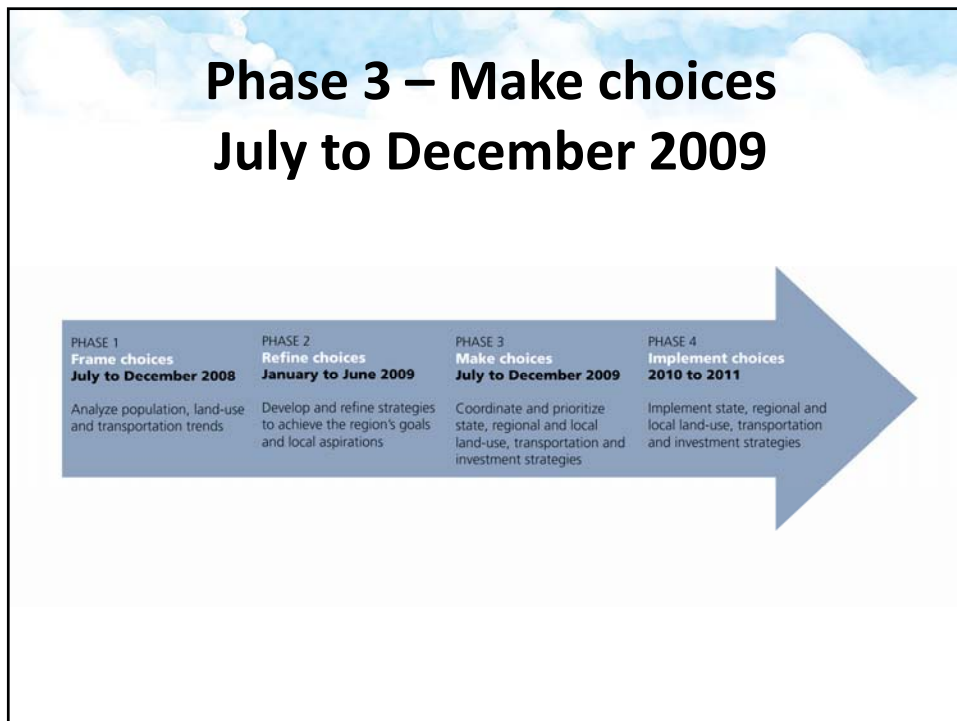
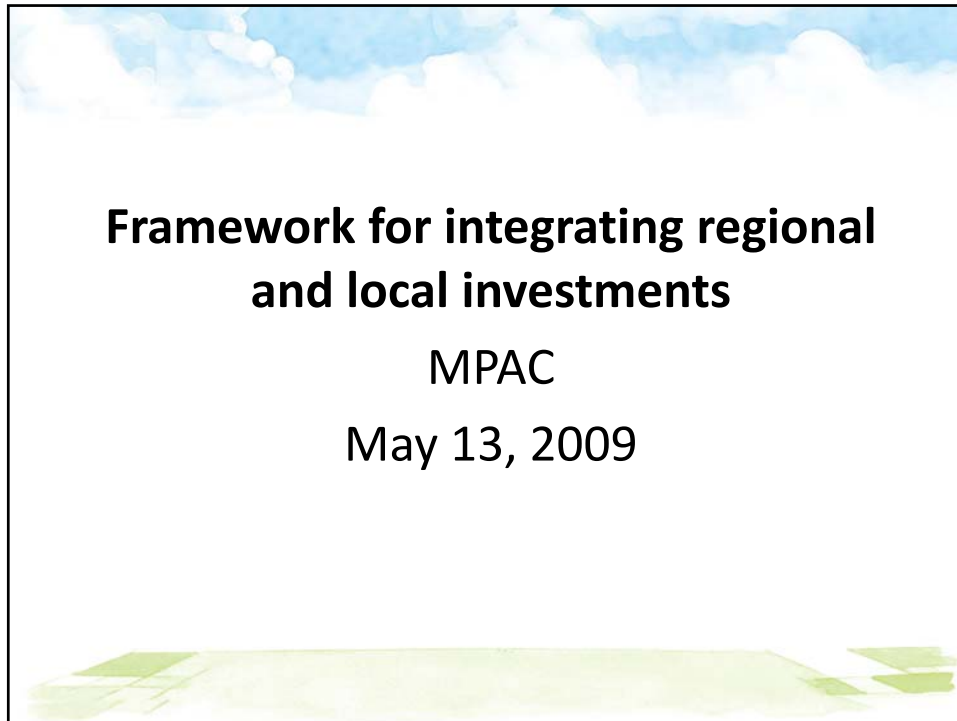
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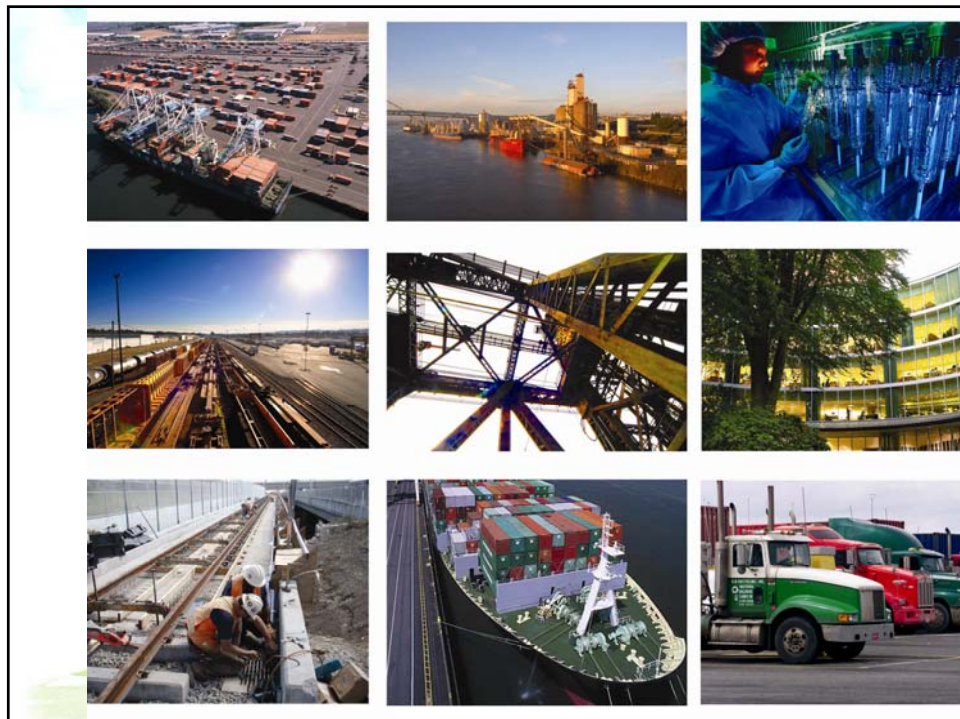
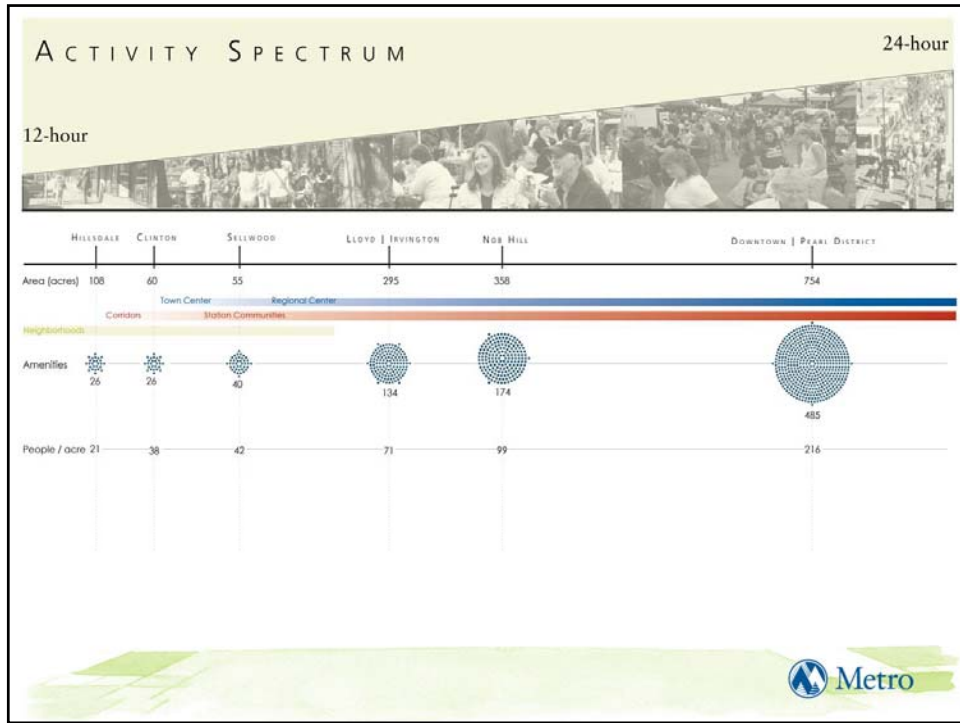
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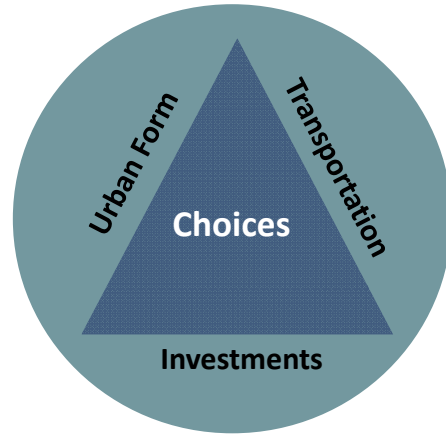
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To check on closure or cancellations during inclement weather please call 503-797-1700.*





A mix of investments are needed to support aspirations



5

A mix of regional and local actions are needed to support aspirations

Regional actions



Local actions



Regional actions

8 hours **12 hours** **18 hours** **24 hours**

Local actions

Metro

Example: Amber Glen
Regional and local actions

Regional

Local

Z


P

Refine Choices – to – Make Choices

Next steps – Opportunities

- Target your local resources to leverage regional investments
- Align your RTP investment priorities with your aspirations






2009 preliminary employment urban growth report

Making the Greatest Place

MPAC
May 13, 2009



Outcomes-based approach

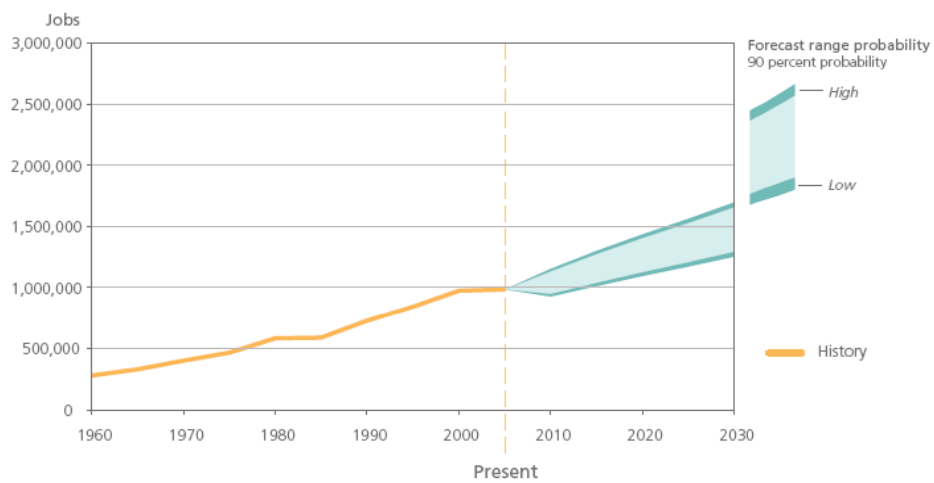
- Vibrant, walkable communities
- Sustained economic competitiveness and prosperity
- Safe and reliable transportation choices
- Minimal contributions to global warming
- Clean air, clean water, healthy ecosystems
- Benefits and burdens of growth shared throughout the region



Business community input



Range employment forecast (seven-county area)



975,000 to 1.2 million total jobs inside Metro UGB by 2030

Demand analysis:

- 5- and 20-year range demand forecast
- Variable redevelopment rates by subarea
- Different employment sectors have different square feet per employee and location needs
- Changing trends



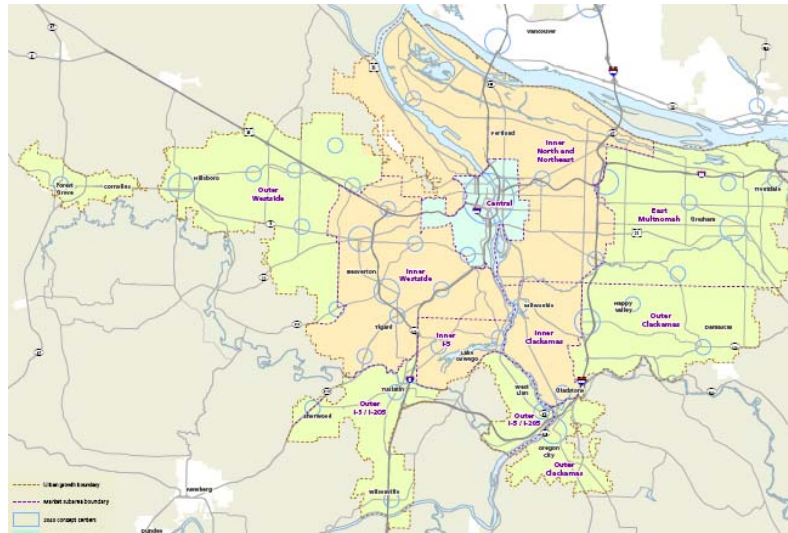
Capacity analysis:

- 5- and 20-year range capacity forecast
- Analysis by 2040 Growth Concept design types and market subareas
- Building space as unit of measurement
 - Variable floor-area ratios (FAR)
- Changing trends

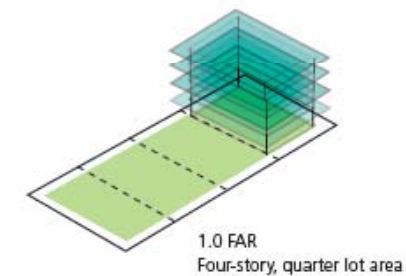
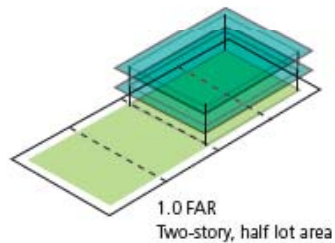
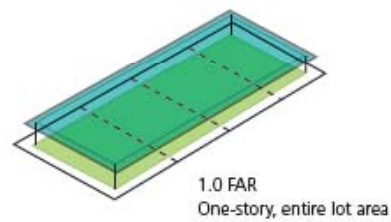
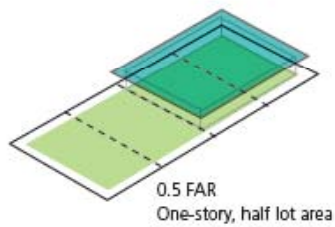


Market subareas

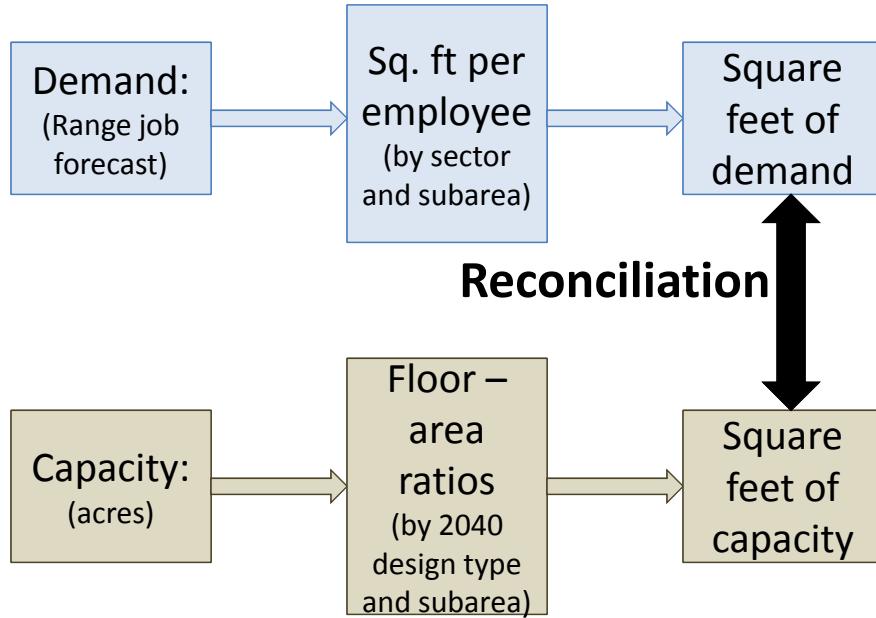
- Different jobs have different location needs
- Different subareas have different market realities



Development intensity: different jobs have different space needs



Reconciling demand and capacity



US Bancorp Tower—Portland, OR



Nimbus Office Park--Beaverton, OR



**OHSU Center for Health and Healing—
Portland, OR**



The Lovejoy—Portland, OR



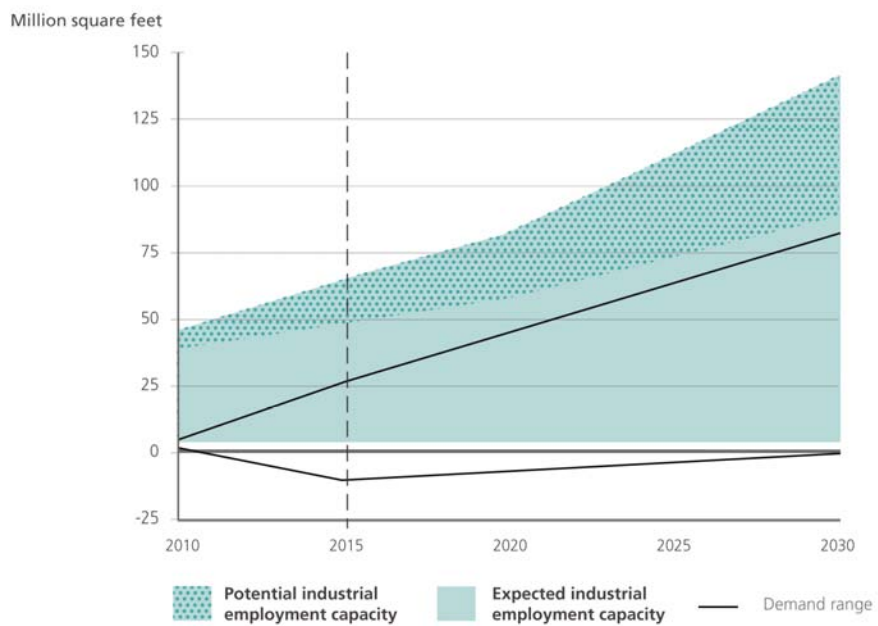
Downtown retail—Oregon City, OR

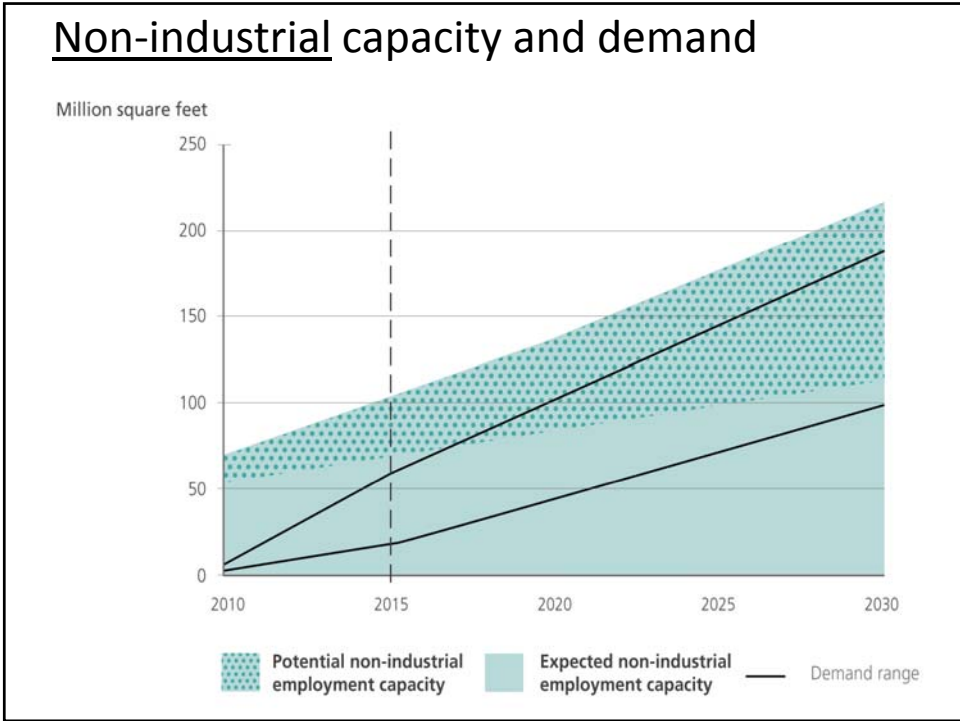


AMB Ohta Distribution Center—Tokyo



Industrial capacity and demand





Making the Greatest Place Choices for the Future

Urban Form – local aspirations, urban & rural reserves
Where do we grow?

Transportation - RTP
How do we travel?

Investments - infrastructure
What do our communities look like?

Timeline

March 2009:	preliminary residential UGR
May 2009:	preliminary employment UGR
September 2009:	draft UGR
December 2009:	final UGR
2010:	Continued local implementation
December 2010:	Identify at least 50% (up to 100%) of any needed capacity through efficiency measures or UGB expansion
December 2011:	State deadline for Metro Council to expand UGB, if needed

Policy questions:

- How can we be flexible to meet niche employment needs (such as large lot industrial)?
- What investments are we willing to make?
- How should the region prioritize and protect public investments?

CLICK HERE FOR REPORT UGR-Employment
Executive summary




PRELIMINARY URBAN GROWTH REPORT

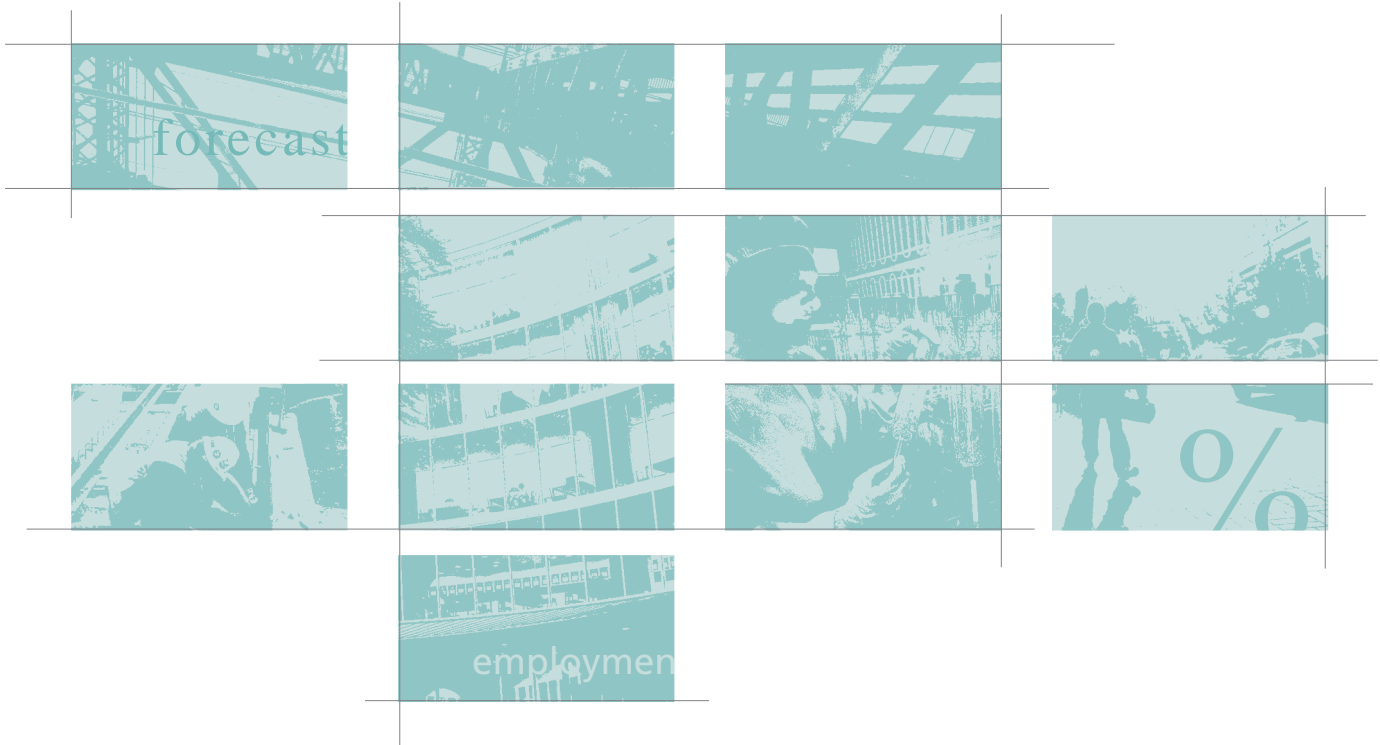
2009 – 2030

Employment – Executive Summary

May 2009

 Metro | *People places. Open spaces.*

CLICK HERE FOR REPORT UGR-Employment




PRELIMINARY URBAN GROWTH REPORT

2009 – 2030

Employment

May 2009

 Metro | *People places. Open spaces.*

Tanasbourne | AmberGlen

A Vibrant, Transit-Supported, Regional-Scale Center

SPRING 2009 IMPLEMENTATION UPDATE

Plan Refinement Features:

- Allow existing property holdings to be retained and strategically developed in phases.
- Stucki Road (arterial) re-alignment along Bronson Creek to retain interior area pedestrian-scale environment
- Provide an off-road trail route along the Bronson Creek natural area.
- Retains higher urban densities proposed in original AmberGlen Concept Plan.
- Provide a 14.5 acre natural/passive central park.
- "Urban green" building and infrastructure design features and open space throughout the Area.
- Provide zoning and public infrastructure capacities to build 5,000 new housing units and support 2,000 jobs in the Area.

Area Economic Feasibility Enhancements:

- Area rectangular Central Park to serve as a development catalyst for high-density mixed-use development (adds 10% to 15% price premium to proximate medium and high density mixed use housing developments).
- Re-configuration of commercial retail and mixed use offices placing local retail uses and services closer to the center of the Planning Area.
- Transportation enhancement to strengthen local and countywide retail draw of the Streets of Tanasbourne central commercial area in the Tanasbourne Area.
- Area mid-rise construction positioned directly adjacent to the central park as an initial Area economic development catalyst.

High Capacity Transit:

- Planned high capacity transit (HCT/LRT Red Line) corridor along NE 194th Avenue through AmberGlen Area with station terminus in Central Tanasbourne Town Center Core. To be supported in part by Urban Renewal TIF proceeds.

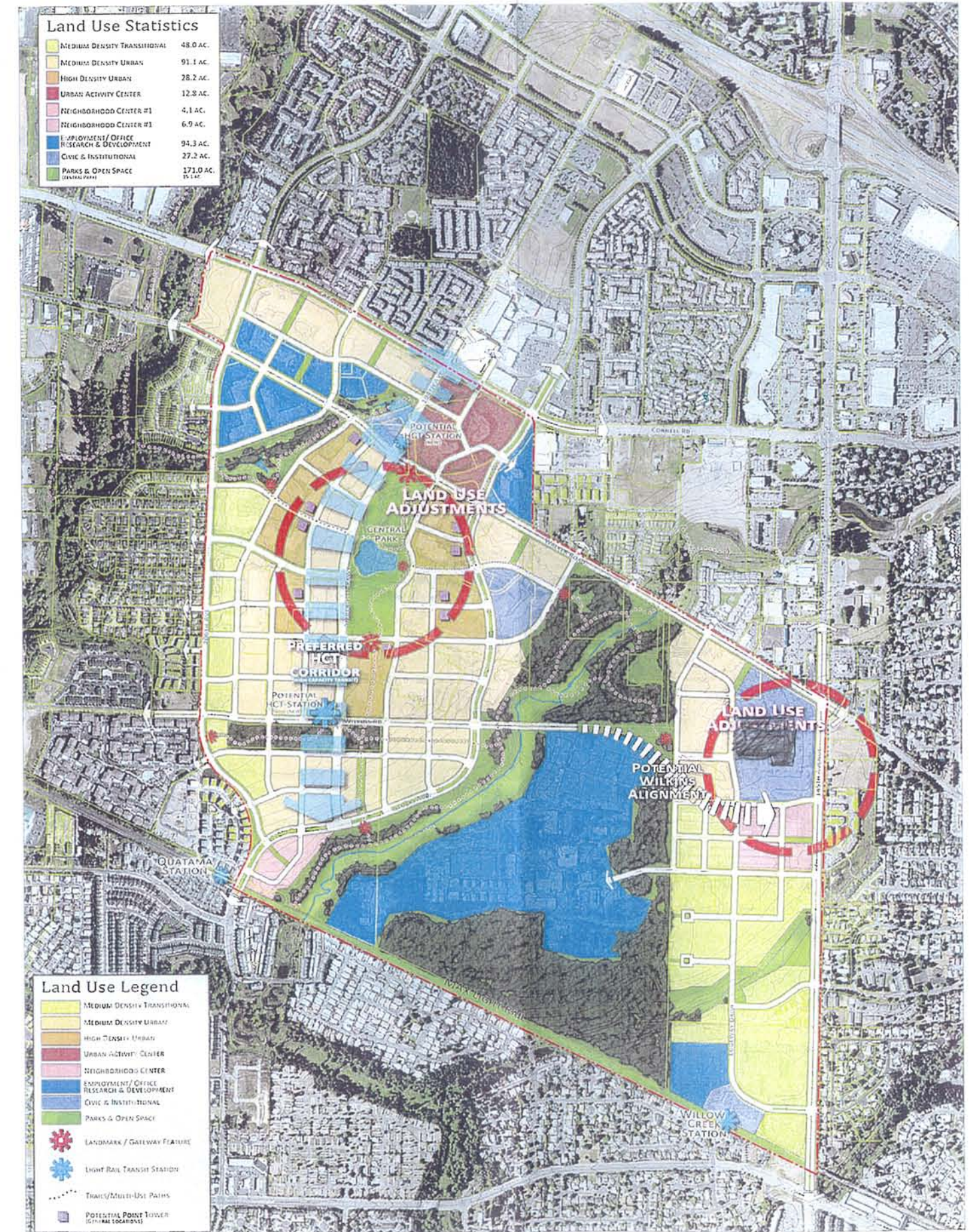
Tanasbourne/AmberGlen Area Transportation System:

- Proposed split-diamond Interchange design and construction at Highway 26/185th Avenue Interchange creating direct Stucki Road arterial linkage from AmberGlen Area through Tanasbourne Area to Highway 26.
- Coordination of proposed Interchange Management Area Plan (IAMP) for Highway 26/185th Avenue Interchange and multi-modal transportation system with ODOT and Washington County to resolve ODOT TPR requirements.

Area Sustainable Development Policies and Practices:

Approval of a pending City EPA Smart Growth Assistance Grant Application will bring to Hillsboro a nationally-recognized EPA-led Design Team to prescribe sustainable development practices and principles for the adopted City AmberGlen/Tanasbourne land use plan and regulations focusing on:

- Green infrastructure (i.e., green street systems, riparian corridors, storm water management and passive recreation enhancement).
- Central Park sustainability features.
- A "green framework" to be integrated with private development, including rainwater capture for irrigation and non-potable water use, green building principles, and energy production.
- Public catalyst and demonstration projects to leverage private investments.

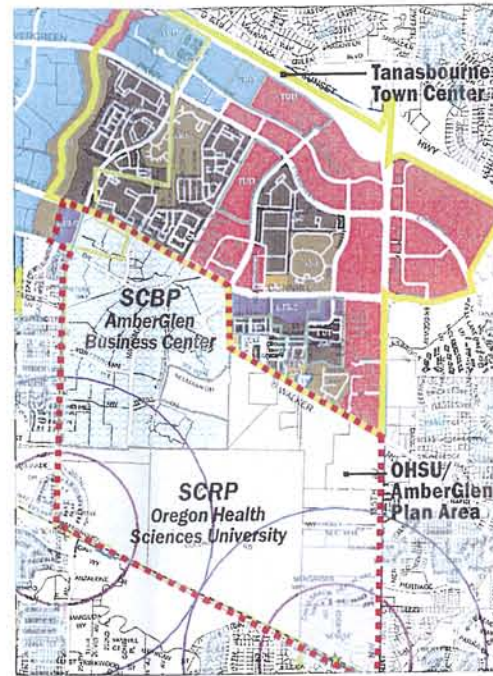


TANASBOURNE | AMBERGLEN

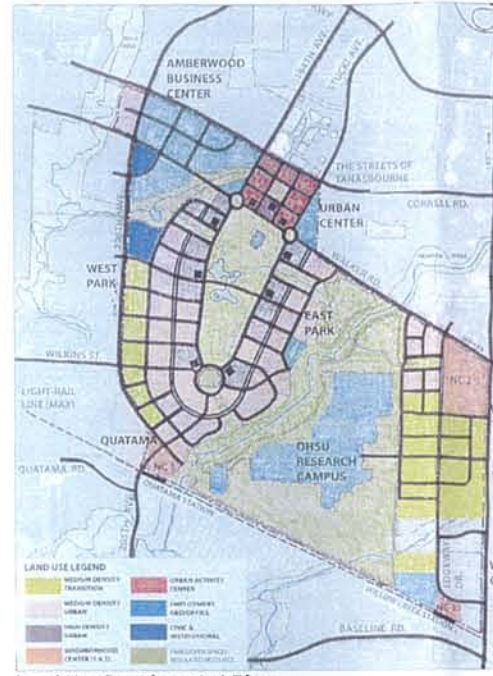
Area Planning Timeline



Tanasbourne/AmberGlen Planning Areas Aerial Photo, 2005



Current Plans/Zoning: Tanasbourne Town Center, Station Community Campus Areas (OHSU/AmberGlen)



Land Use Development Plan OHSU AmberGlen Concept Plan, 2007

PLAN IMPLEMENTATION NEXT STEPS

The Concept Plan is the product of the initial phase of planning, intended to establish the vision to compel and guide the project through the Implementation Process...

AmberGlen Community Plan

The following implementation tasks will be addressed in following months during the AmberGlen Community Plan process:

- Assess Market Feasibility
- Establish Phasing Strategy
- Refine Development Plan
- Analyze Transportation System; Identify projects/funding
- Create Memorandum of Understanding
- Analyze feasibility of Urban Renewal District
- Develop AmberGlen Community Plan
- Adopt AmberGlen Community Plan as part of the Comprehensive Plan

Refinement of the Development Plan concept was initiated by motivated property owners to compare the physical Concept Plan against existing property holdings. Additional refinement to address public and private objectives will be accomplished during the Community Plan process.



The City of Hillsboro in partnership with stakeholders is preparing an AmberGlen Community Plan for inclusion in the City's Comprehensive Plan. Adoption of the area plan establishes the regulatory framework required to:

- Amend land use regulations for higher intensity uses and densities
- Implement capital improvement projects
- Pursue funding mechanisms (tax increment financing, SDC's, & others)

Early 1980's

Standard Insurance creates "Tanasbourne"

Standard Insurance begins development of 850 acres, the initial phase of the masterplan for "Tanasbourne." It was to become one of the region's largest, horizontal mixed-use developments.

1996

City adopts Station Community Plans and Campus Zones for OHSU/AmberGlen

Zoning supports existing "campus" uses and is intended to foster transit-oriented, pedestrian-sensitive, and auto-accommodating development. AmberGlen Business Center is designation: Station Community Business Park (SCBP). Oregon Health Sciences University designation: Station Community Research Park (SCRPA).

1991

Birtcher Real Estate Group AmberGlen Business Center breaks ground

Birtcher Development & Investments and State Farm Insurance, in a development agreement with Amberjack, break ground on the AmberGlen Business Center. The master plan identifies a multi-tenant, 26 building, 1.25 million square-foot research and development facility on 217 acres adjacent to OHSU.

1998

City initiates Parks & Open Space Investments

Rock Creek Trail construction in 1998 begins the City's ongoing investment in parks and open spaces. With additional funds from Metro, 1.5 miles of paved nature trail connects residential, commercial and industrial neighborhoods.

1999 / 2004

City adopts Tanasbourne Town Center Plan & Zones

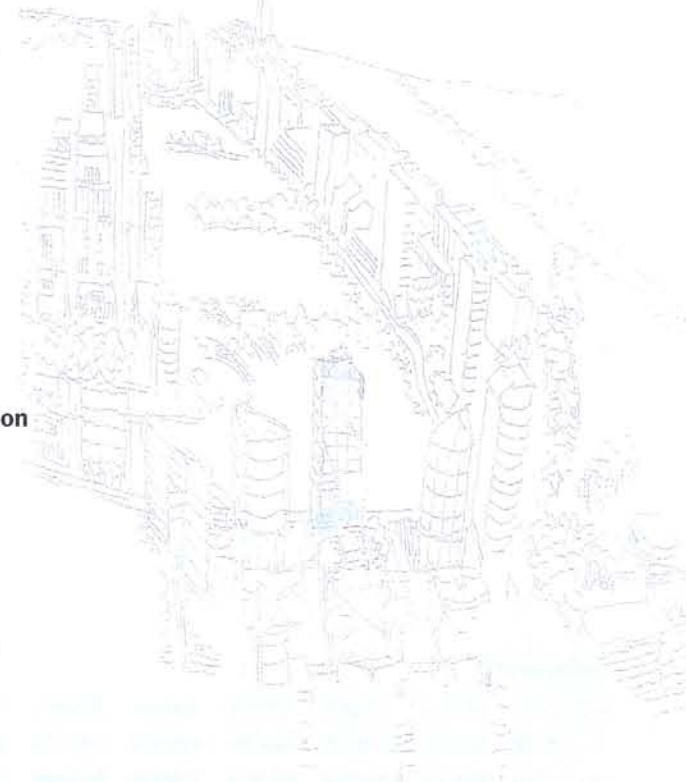
City of Hillsboro adopts Tanasbourne Town Center Plan (1999) and designates Mixed Use Commercial zones (2004) to direct new mixed-use growth in support of Metro 2040 Growth Concept goals and allocations for housing and jobs.

2006 / 2007

City completes Concept Plan for OHSU/AmberGlen area

The City of Hillsboro initiated the OHSU/AmberGlen Concept Plan in 2006 to achieve higher levels of density close to major employers; provide high quality amenities & a pedestrian oriented, urban environment; support regional transportation infrastructure; and to transform all of Tanasbourne to a major regional activity center. Completed in 2007, the Concept Plan was a collaborative effort between property owners, Tanasbourne area stakeholders and City, County, Metro and State officials.

The Concept Plan identifies a vision, guiding principles, development program and implementation tools for creating a vibrant, intensive mixed-use development. The center is close to major employers, the dynamic Tanasbourne Town Center, and regional transportation including Highway 26 and the Westside Light Rail. The complete, urban community is envisioned to be a regional landmark and model of urban sustainability.



1995

Metro adopts 2040 Growth Concept

The Metro 2040 Growth Concept was adopted in the Region 2040 planning and public involvement process in December 1995. The Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The concept is intended to provide long-term management of the region.

1998

MAX Westside Light Rail Opens

Planning for a light rail system on Portland's west side began in 1979. In 1989, the local jurisdictions asked to add an extension to the Westside project to extend the line to Hillsboro due to rapid development. Environmental studies for this 6.2-mile addition, mostly located on an abandoned rail right-of-way, progressed rapidly, and in 1994, Hillsboro became the western terminus of the Westside project. The Westside MAX line connecting Hillsboro to Portland opened in September, 1998.



Potential Metro 2040 Regional Center designation for Tanasbourne/AmberGlen



Potential extension of a High Capacity Transit Line along NW 194th Avenue with service to Tanasbourne/AmberGlen