

Metro | Agenda

***Note early start time**

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, June 23, 2010
Time: **4:30 to 7 p.m.***
Place: Council Chambers

4:30 PM	1.	<u>CALL TO ORDER</u>	Shane Bemis, Chair
4:32 PM	2.	<u>SELF INTRODUCTIONS & COMMUNICATIONS</u>	Shane Bemis, Chair
4:35 PM	3.	<u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u>	
4:40 PM	4. #	Consideration of the MPAC Minutes for June 9, 2010	
4:45 PM	5.	<u>COUNCIL UPDATE</u>	
	6.	<u>INFORMATION / DISCUSSION ITEMS</u>	
4:50 PM	6.1 *	Community Investment Strategy: 2010 Capacity Ordinance	Community Investment Speakers: Robin McArthur
		<ul style="list-style-type: none">Update on additional residential capacity inside the Urban Growth Boundary beyond what is accounted for in the 2009 Urban Growth Report<ul style="list-style-type: none">Impact of local and regional investmentsUpdated assumptions and implications for the six desired outcomesIllustrating impact of local and regional actions on the ground	Malu Wilkinson Jerry Johnson, Johnson Reid Consultants Ted Reid Brian Harper
6:20 PM	6.2 *	2040 Growth Concept Map, Center Designation Change Requests and Process – <u>DISCUSSION</u>	Christina Deffebach Representatives from the Cities of Happy Valley, Cornelius and Hillsboro
6:50 PM	7.	<u>MPAC MEMBER COMMUNICATION</u>	
7 PM	8.	<u>ADJOURN</u>	Shane Bemis, Chair

* Material available electronically.

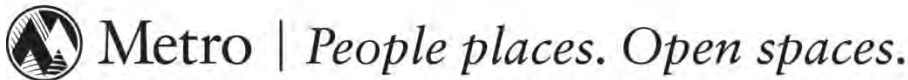
** Materials will be distributed electronically prior to the meeting.

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 503-797-1700x.



2010 MPAC Tentative Agendas

Tentative as of June 16, 2010

<p><u>MPAC Meeting</u> June 9</p> <ul style="list-style-type: none"> • Community Investment Strategy: 2010 Capacity Ordinance - Economic, Development and Investment Trends Panel Discussion 	<p><u>MPAC Meeting</u> 4:30 to 7 p.m. – Early Start Time June 23</p> <ul style="list-style-type: none"> • Community Investment Strategy: 2010 Capacity Ordinance <ul style="list-style-type: none"> ○ Update on additional residential capacity inside the Urban Growth Boundary beyond what is accounted for in the 2009 Urban Growth Report <ul style="list-style-type: none"> ○ Impact of local and regional investments ○ Updated assumptions and implications for the six desired outcomes ○ Illustrating impact of local and regional actions on the ground • 2040 Growth Concept Map, Center Designation Change Requests and Process
<p><u>MPAC Meeting</u> July 14</p> <ul style="list-style-type: none"> • Analysis of potential UGB expansion areas <ul style="list-style-type: none"> ○ Infrastructure costs ○ Suitability of land ○ Impact on Centers, Corridors and Employment areas • Transitioning from rural to urban development (UGMFP Title 14, procedures to amend the UGB, supporting the traded sector economy – maintaining an inventory of large sites and implementing a metering approach) 	<p><u>MPAC Meeting</u> July 28</p> <ul style="list-style-type: none"> • The Intertwine • HUD and other federal agencies grant proposals • Climate Smart Communities
<p><u>MPAC Meeting</u> August 11</p> <ul style="list-style-type: none"> • Presentation of COO recommendation 	<p><u>MPAC Meeting</u> August 25</p>

<p><u>MPAC Meeting</u> September 8</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> September 22</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> October 13</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> October 27</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> November 10</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> November 17</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (recommendation to council) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> December 15</p>	

MPAC Worksheet

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

Community Investment Strategy: 2010 Capacity Ordinance

Presenter:

Metro staff: Robin, McArthur, Malu Wilkinson, Brian Harper, Ted Reid, Jerry Johnson (Johnson-Reid LLC)

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: 6/23/10

Amount of time needed for:

Presentation 45 minutes

Discussion 60 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 an update on progress made identifying additional residential capacity inside the UGB, above and beyond what is accounted for in the 2009 Urban Growth Report (UGR).

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 influence where the region falls within the range of both demand and supply. This preliminary analysis of additional residential capacity that can be met inside the current UGB is based on local and regional actions. Policy questions to consider include:

- The 2009 UGR concluded that there is sufficient zoned residential capacity inside the current UGB – but current levels of investments and policies will not be sufficient to support the market's ability to use the zoned capacity. Local and regional actions and investments put in place since the 2009 UGR will support the market's ability to use an increment of additional residential capacity – but not enough to fully meet the middle or upper part of the forecast demand. What are the risks of accommodating 20-year forecast growth at the low end of the range?
- Local and regional actions and investments that can be used to document the region's ability to meet the 20-year forecast growth must be put in place by the end of 2010. Are there any additional local actions or investments that Metro should take into account?

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.

The Metro Council, with unanimous direction from MPAC, accepted the 2009 UGR by resolution on December 10, 2009. Throughout 2010, Metro is working to document local and regional policies and investments that support accommodating the 20-year forecast growth. By December 2010, the Metro Council will submit plans to accommodate at least 50 percent of any 20-year capacity need to LCDC, either through new policies or investments or urban growth boundary expansions into urban reserves. If, by December 2011, any additional 20-year capacity need remains, the Metro Council will consider additional urban growth boundary expansions into urban reserves.

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

Metro staff have completed a preliminary analysis of how much additional residential capacity can be accommodated inside the current UGB.

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

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

MPAC and MTAC will discuss large-lot industrial employment capacity and an analysis of potential UGB expansion areas prior to the COO recommendation on how to accommodate the next 20-years of forecast growth and a community investment strategy that will be released in August. MPAC will provide the Metro Council with recommendations on the Capacity Ordinance in November 2010.

MPAC Worksheet

Agenda Item Title : 2040 Growth Concept Map, Center designation change requests and process

Presenter: Chris Deffebach and representatives from Happy Valley, Cornelius and Hillsboro

Contact for this worksheet/presentation: Chris Deffebach

Council Liaison Sponsor:

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

Information

Update

Discussion

Action

MPAC Target Meeting Date: June 23

Amount of time needed for:

Presentation 10

Discussion 20

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's agenda*): In the fall, MAPC will be asked to make recommendations to Council on changes to Center designations on the 2040 Growth Concept Map. This presentation will provide background information to MPAC on the requested Center changes, the process for making these changes and the implications of the changes. The discussion will inform the staff recommendation on the changes, which will be included in the Chief Operation Officer's recommendation for Making the Greatest Place later this summer.

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

Identify initial comments on the consistency of the proposed changes with Metro policies and identify questions or areas for further consideration as staff prepare their recommendation.

Background and context:

The regional 2040 growth concept has guided development in the region for the last fifteen years in centers, corridors, employment and industrial areas. During that time, Metro Council has acted on only two requests to change the designations for Centers.

Now, Metro has received three proposed changes to the 2040 Growth concept map, from Happy Valley, Cornelius and Hillsboro. As part of their roles and responsibilities, MPAC is required to make recommendations to Council on these changes to this map.

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

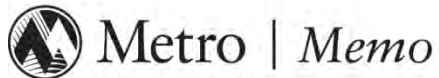
MPAC reviewed the adopted policies that inform the Council action on requests to change the 2040 Growth Concept Map in 2008. Since then, Council has received specific requests for changes in three locations.

What packet material do you plan to include?

Memo to MPAC for inclusion in the packet. Additional materials may be provided by the local jurisdictions at the meeting.

What is the schedule for future consideration of item

MPAC will review the staff recommendations in the fall, 2010 and be asked to make recommendations to Council as part of their recommendations on the capacity ordinance. MTAC will be asked to advise MPAC on this recommendation in the fall. Council will consider this item and MPAC's recommendations as part of the capacity ordinance in December 2010.



Date: June 16, 2010

To: MPAC

From: Chris Deffebach, Land Use Planning Manager

Subject: 2040 Growth Concept Map, Center Designation Change Request and Process

The regional 2040 Growth Concept has guided development in the region for the last fifteen years in centers, corridors, employment and industrial areas. During that time, Metro Council has acted on only two requests to change the designations for centers.

Now, Metro has received three proposed changes to the 2040 Growth Concept Map from Happy Valley, Cornelius and Hillsboro. Staff will be including recommendations on these requests later this summer and will be asking MPAC for a recommendation to Metro Council in the fall.

The presentation at the June 23rd MPAC meeting will provide information on the proposed changes, the significance of these changes and the process for making these changes. Staff seeks initial comments from MPAC on the consistency of the proposed changes with Metro policies and would like to identify questions or areas for further consideration as staff prepares their recommendation. Representatives from the cities are invited to add more information about their proposals and answer questions. MTAC discussed the proposals at their meeting on June 16th.

The requests for changes:

Happy Valley: Happy Valley's request is to relocate their existing center from King Road to the site of the commercial and residential area at Sunnyside Road and SE 172nd Avenue, called coincidentally, Happy Valley Town Center. Fifteen years ago when the 2040 Growth Concept was developed, Happy Valley was a much smaller city and at the time envisioned the King Road area – home of city offices, fire and police stations – as their center. Since then, the City has grown to the east, and, coupled with the planned growth in Damascus, the proposed center at 172nd/Sunnyside, fits with their redevelopment plans. In support of the center designation, Happy Valley is pursuing funding to up zone parts of their town center included in the older Rock Creek Master Plan and explore parking management and other strategies to support development and a sense of place in the area. Since this is a relocation of an existing center and not an additional center, it implies a shift in target area for resources and not additional resources.

Cornelius: Cornelius has requested to change the designation in their downtown area from a Main Street to a Town Center. The Cornelius Main Street area is one of a few historic downtown districts that do not have a center designation. Unlike other main streets, which target half-block deep areas, plans for the Cornelius Main Street encompass a multi-block district, similar to town center boundaries in other locations. After reviewing their current conditions, zoning and plans for growth, Cornelius is proposing to

2040 Growth Concept Map, Center Designation Change Request and Process

June 16, 2010

Page 2

expand the Main Street district and request a Town Center designation on the 2040 Growth Concept Map for this area. The area functions as the center of the community, has a major medical clinic, many businesses and urban center amenities that generate activity and is poised for additional redevelopment. This designation would increase the number of Town Centers in the region from 30 to 31.

Hillsboro: Hillsboro has requested to change the Tanasbourne Town Center designation to a Regional Center designation and include the adjacent AmberGlen area in the boundary. Since the 2040 Growth Concept was adopted, the Tanasbourne area has grown into a destination commercial area surrounded by new residential development. It is adjacent to AmberGlen, one of the largest redevelopment sites in the region. Hillsboro envisions the Regional Center designation to be more in line with the regional destination that the new center will become. Plans for the new center include higher density commercial and residential development and an extension of light rail, consistent with regional policy to connect regional centers with light rail. The designation would increase the number of regional centers in the region to eight from seven, and increase the number of centers in Washington County to four from three.

Significance of the changes:

The centers designations guide local and regional investments, which, in turn, are critical to the success of achieving the vibrant places communities envision. Supporting and aligning regional policy with evolved market conditions and local aspirations will increase the potential to increase capacity and realize zoned capacity that can help meet the region's 20 year growth needs. Since the centers designations direct investments, it is important that the locations are targeted.

The process and criteria to consider in making a change to a center:

In taking action on the centers change requests, Metro Council needs to demonstrate consistency with adopted plans and policies. These adopted policies are summarized in the attachment and include, for example, the intent for Regional Centers to serve hundreds of thousands of people while Town Centers serve tens of thousands of people.

Next steps

Staff recommendations regarding the requests for center designation changes will be included this summer as part of the Chief Operating Officer's recommendation on the capacity ordinance. At that time, the recommendations will also include some housekeeping changes to the 2040 Growth Concept map to reflect, for example, the light rail lines that are now constructed and others that are now included in the Regional Transportation Plan. After the recommendations come out, MPAC will have time in the fall to develop comments/recommendations Metro Council, with input from MTAC.

In the future, as more local jurisdictions update their comprehensive plans and refine their aspirations and implementation plans, additional requests for changes may come forward. The Metro Council can respond to these requests next year or later, as other requests come forward.

Attachment



2040 Growth Concept Map
Changing Center Designations: Guidance for local jurisdiction requests
4/12/2010

1. Background

- Describe what your jurisdiction wants to change (i.e., regional center to town center or location).
- Describe why your jurisdiction is requesting this change, including how the change fits into your comprehensive plans and aspirations for the center.
- In your own words, describe how this new center will perform and how it will be different from what exists today.

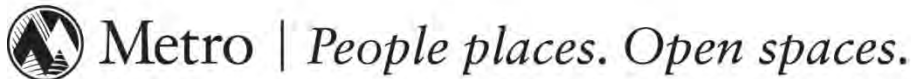
2. Consistency with Existing Metro Regional Framework Policies

- Describe how the proposed change will meet the expectations of a center as derived from Regional Framework Plan Policies. Please include the extent the proposed center meets these expectations today as well as how it will meet expectations with your additional investments and actions.
- For a Regional Center, these expectations include:
 - The center is accessible to hundreds of thousands of people.
 - The area is zoned for a mix of housing types to provide housing choices.
 - The city has adopted a strategy of actions and investments to enhance the proposed center.
 - The area is served by high-capacity transit (HCT) or is proposed for HCT in the 2035 Regional Transportation Plan (RTP) and meets or is planned to meet the transit system design standards proposed in the RTP.
 - The area is zoned to allow the number of residents and employees needed to support HCT.
 - The city has, or has adopted a plan for, a multi-modal street system that meets or will meet connectivity standards in the Regional Transportation Plan.
 - The city has adopted a strategy that calls for actions and investments to meet the non-SOV modal targets in the RTP.
 - The city has a parking management program consistent with that proposed in the RTP.
- For a Town Center, these expectations include:
 - The proposed center is accessible to tens of thousands of people.
 - The area is zoned for a mix of uses that makes, or will make the center walkable.
 - The city has adopted a strategy of actions and investments to enhance the proposed center.
 - The area is served by public transit.
 - The city has, or has adopted a plan for, a multi-modal street system that meets or will meet connectivity standards in the Regional Transportation Plan

3. Additional Considerations

- How would a center change detract from or support other nearby centers to serve as the center of urban life and market area for a regional center or town center?
- If there are multiple regional and town centers located within your jurisdiction, describe how you will prioritize and focus development efforts among them.
- Recognizing that zoning alone will not achieve the kind of vibrant and active centers envisioned by the 2040 Growth Concept, describe your jurisdiction's plans for promoting development through partnerships, incentives, investments and other actions.
- What kind of market analysis has your jurisdiction completed that indicates that the planned development you have planned will support the level of activity you envision for your center.

Materials following this page were distributed at the meeting.



METRO POLICY ADVISORY COMMITTEE

June 9, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sam Adams
Shane Bemis, Chair
Pat Campbell
Jody Carson
Nathalie Darcy
Amanda Fritz
Carl Hosticka
Dick Jones
Charlotte Lehan, Vice Chair
Robert Liberty
Keith Mays
Marilyn McWilliams
Charlynn Newton
Rod Park
Wilda Parks
Alice Norris
Judy Shiprack
Jerry Willey, Second Vice Chair

AFFILIATION

City of Portland Council
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
Washington County Citizen
City of Portland Council
Metro Council
Clackamas County Special Districts
Clackamas County Commission
Metro Council
City of Sherwood, representing Washington Co. Other Cities
Washington County Special Districts
City of North Plains, representing Washington Co. outside UGB
Metro Council
Clackamas County Citizen
City of Oregon City, representing Clackamas Co. 2nd Largest City
Multnomah County Commission
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Ken Allen
Matt Berkow
Tom Brian
Dennis Doyle
Jack Hoffman
Steve Stuart
Rick VanBeveren
Mike Weatherby
Richard Whitman

AFFILIATION

Port of Portland
Multnomah County Citizen
Washington County Commission
City of Beaverton, representing Washington Co. 2nd Largest City
City of Lake Oswego, representing Clackamas Co. Largest City
Clark County, Washington Commission
TriMet Board of Directors
City of Fairview, representing Multnomah County Other Cities
Oregon Department of Land Conservation & Development

ALTERNATES PRESENT

Jim Kight
Paul Manson
Marc San Soucie

AFFILIATION

City of Troutdale, representing Multnomah Co. Other Cities
Multnomah County Citizen
City of Beaverton, representing Washington Co. 2nd Largest City

STAFF: Dick Benner, Council President David Bragdon, Councilor Carlotta Collette, Andy Cotugno, Chris Deffebach, Councilor Kathryn Harrington, Mike Hogle, Michael Jordan, Matt Korot, Robin McArthur, Kelsey Newell, Sherry Oeser, Ken Ray, Meganne Steele, Ted Reid, Randy Tucker, Sheena VanLeuven, John Williams, Dennis Yee

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Shane Bemis declared a quorum and called the meeting to order at 5:04 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

Audience and committee members introduced themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

Consideration of:

- **MPAC minutes for May 26, 2010**
- **MTAC Member nomination**

MOTION: Mayor Alice Norris moved, and Mr. Dick Jones seconded, to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed.

5. COUNCIL UPDATE

Metro Councilor Robert Liberty updated the committee on:

- At the June 10th regular Council meeting, the Council would vote on the COO recommendation on distribution of Construction Excise Tax grants, as well as on the urban/rural reserves adoption and adoption of the Regional Transportation Plan; and
- There would be an opportunity to hear Dan Burden, executive director of the Walkable and Livable Communities Institute, speak on June 11 about enhancing walkability in the Portland area.

Metro COO Michael Jordan announced that Teri Dresler was selected as the General Manager of the Metro Exposition-Recreation Commission to oversee Metro's visitor venues.

6. INFORMATION/ DISCUSSION ITEMS

Mr. Jordan gave a brief overview of the status of the Urban Growth Report. He introduced an expert panel who was present to discuss current economic, development, and investment trends, what those trends might mean for the future of the region, and how those changes might affect the underlying assumptions of the UGR. The panel included Dennis Yee of Metro, Mark Childs of Capacity Commercial Group, Tim Breedlove of Renaissance Homes, Mark Edlen of Gerding Edlen Development, Mayor Craig Dirksen of the City of Tigard, and Eric Hovee of E.D. Hovee and Co.

Panelists presented on different aspects of the topic of economic, development and investment trends:

- Mr. Yee presented on the population and employment forecasts used in the UGR in relation to recent economic trends. He noted that despite volatile a volatile economic climate, actual population and job growth is within the forecast range;
- Mr. Childs presented on trends of industrial land use in the region. He discussed space preference, trends in vacancy rates, and how the public sector can spur demand for industrial sites;
- Mr. Breedlove discussed trends in the housing market. He addressed how development might change within the next 20 years and shifting trends in housing preference;
- Mr. Edlen discussed development trends for office and residential buildings. He addressed vacancy rates, construction issues, and changing demand for residential, office, and retail space;
- Mayor Dirksen discussed how the City of Tigard is responding to the forecasts made in the UGR and some of the challenges the City faces in meeting the demand for growth; and
- Mr. Hovee addressed discussed drivers of market change including jobs, wages, and demographics, and how these play out in the industrial, office, institutional, and residential real estate market sectors.

Committee discussion included:

- The role of local universities in researching economic trends;
- How development trends might play out in suburban areas
- The evidence of trends toward more communal-style living, especially among “baby-boomers”;
- The current status of credit and financing for development projects;
- The need for further discussion of “workforce housing”;
- Trends in demand for smaller residential units; and
- The trend toward development of “pod”-style, full-service communities

7. **MPAC MEMBER COMMUNICATIONS**

There were none.

8. **ADJOURN**

Chair Shane Bemis adjourned the meeting at 7:05 p.m.

Respectfully submitted,



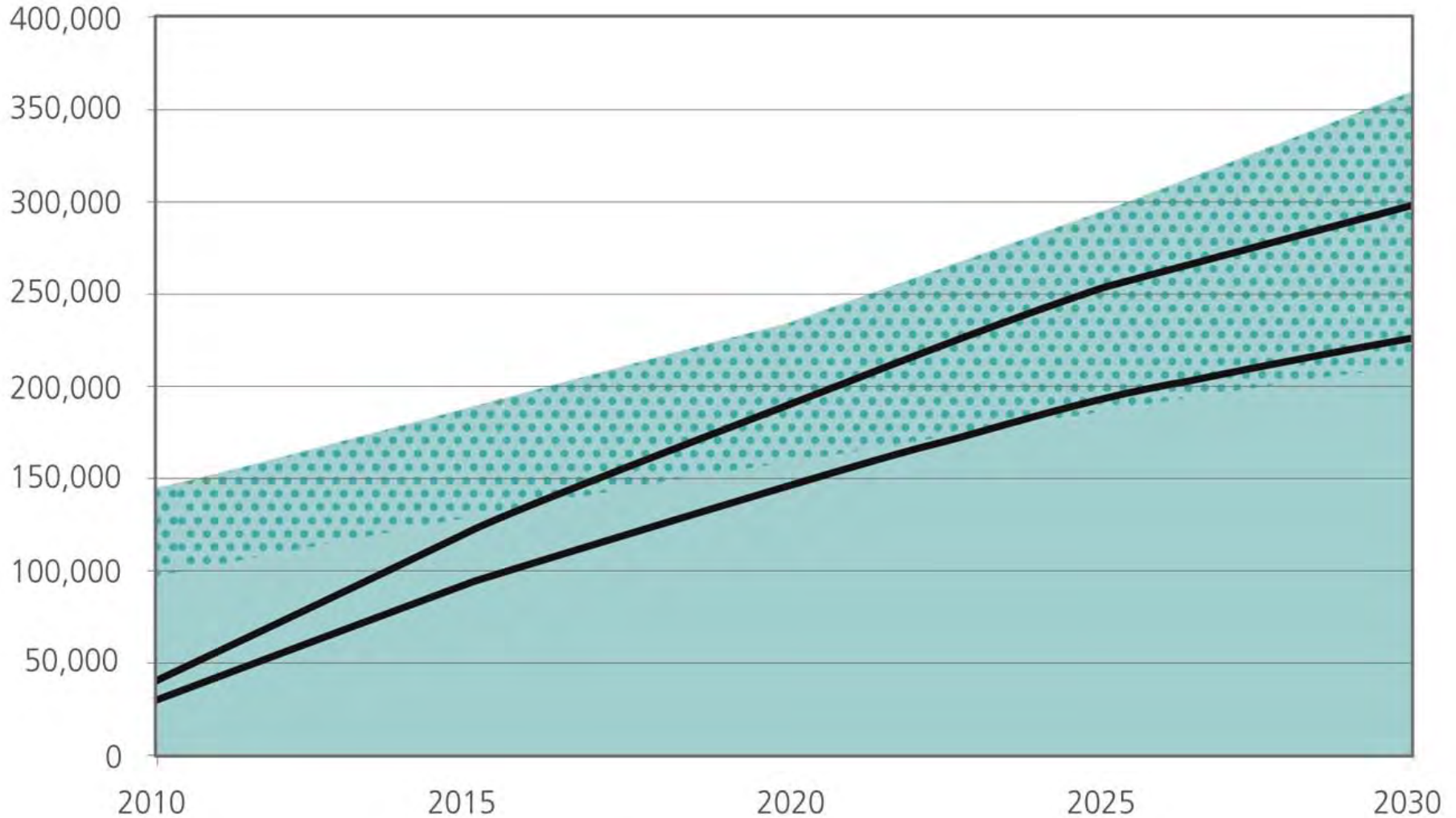
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 9, 2010:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
0	Agenda	06/09/2010	Revised June 9, 2010 MPAC agenda	060910m-01
5	Handout	06/09/2010	Announcement for Dan Burden presentation	060910m-02
6.2	Handout	06/09/2010	Questions for panel discussion	060910m-03
6.2	Presentation	06/09/2010	Metro Regional Economic Outlook	060910m-04
6.2	Presentation	06/09/2010	Urban Growth Report: Industrial Review	060910m-05
6.2	Handout	06/09/2010	City of Tigard Maps	060910m-06
6.2	Presentation	06/09/2010	Emerging Trends	060910m-07

Housing units



— Household demand range

Expected housing capacity

Potential housing capacity

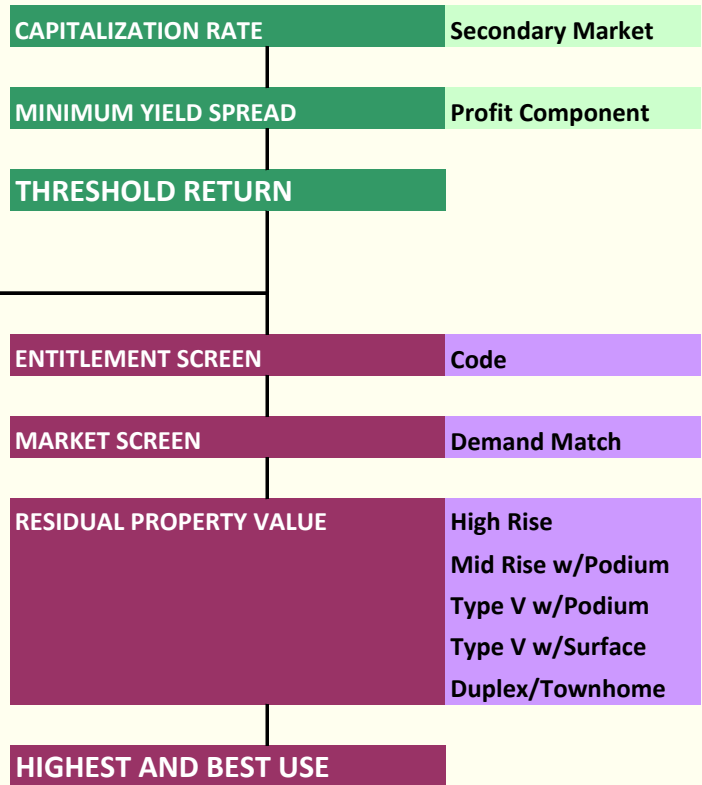
ASSESSMENT OF EFFICIENCY MEASURES FOR 2010 CAPACITY ORDINANCE

Jerry Johnson
Principal
Johnson Reid, LLC

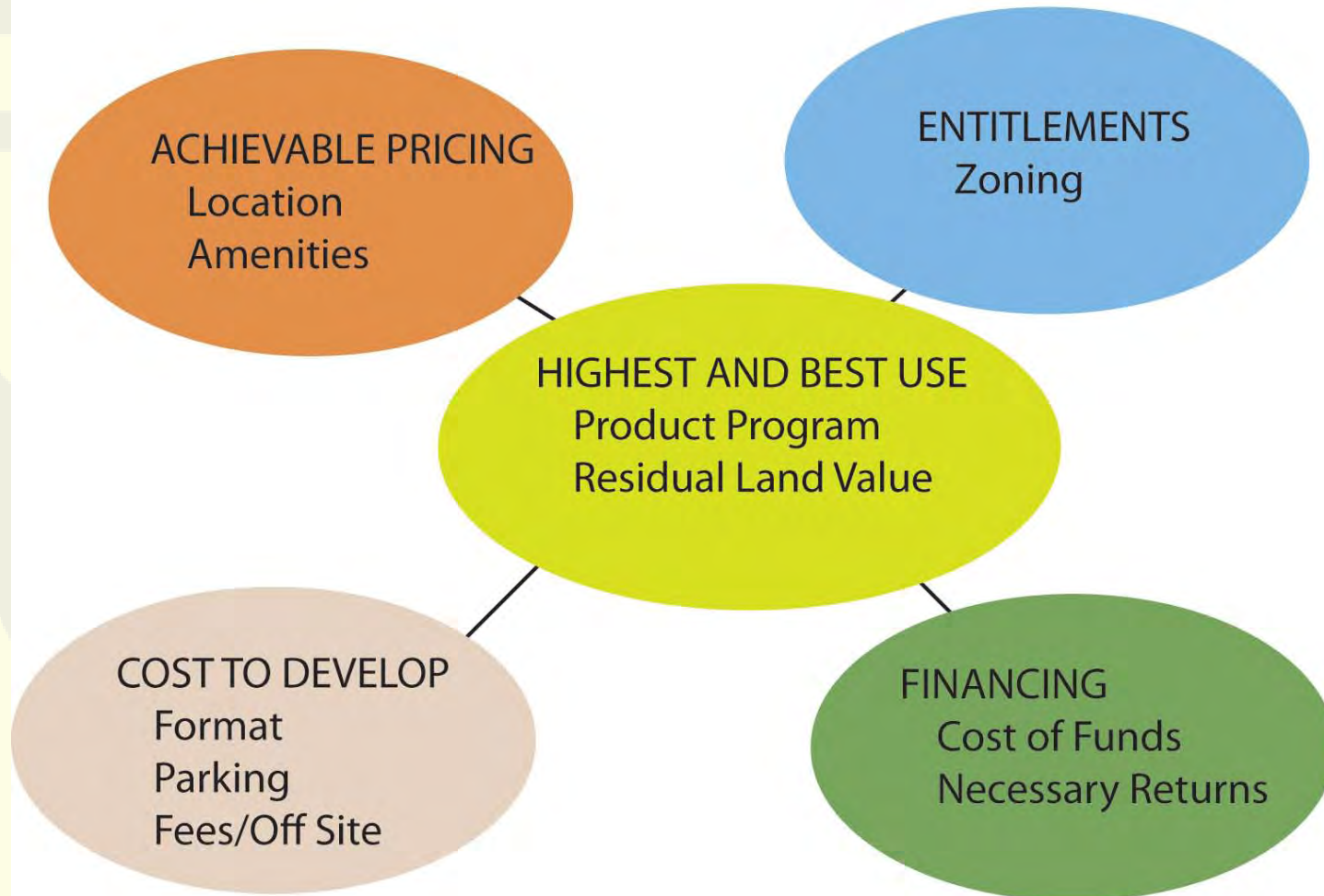


PRODUCTION FUNCTION MODEL

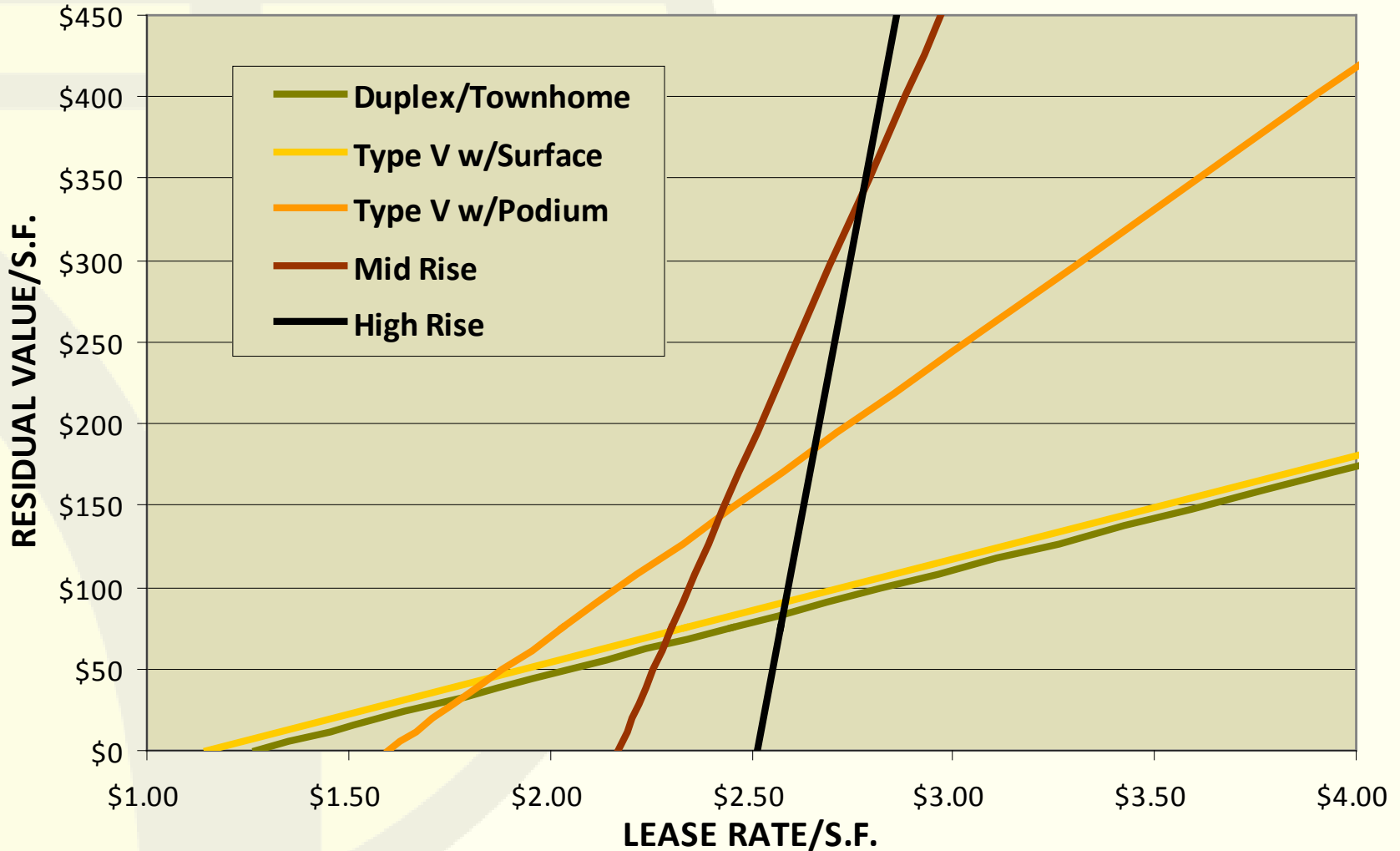
- THE FORM OF NEW DEVELOPMENT WILL BE DRIVEN BY A PRODUCTION MODEL
 - How Will Development Community interact with market signals?
 - “Demand” and “Realized Demand”
 - Better approach, but breaking new ground
- VIABILITY IS NOW PRIMARILY THE LIMITING FUNCTION ON INCREASING DENSITY. ZONING IS LARGELY NO LONGER THE PROBLEM.



PRODUCTION MODEL APPROACH



RESIDENTIAL FORM STEP FUNCTION



DEVELOPMENT TYPES

- HIGH RISE
- MID-RISE
- TYPE V PODIUM
- TYPE V SURFACE
- DUPLEX/TOWNHOUSE



ACHIEVABLE PRICING

AMENITIES
HC TRANSIT
PUBLIC REALM

COST TO DEVELOP

SDC WAIVERS
LAND WRITE-DOWNS
PARKING MANAGEMENT
VERTICAL HOUSING TAX CREDITS
LENDING TERMS

THRESHOLD RETURN

LENDING TERMS
MASTER LEASES
PUBLIC INVESTMENTS

HIGHEST AND BEST USE



HEDONIC MODELING

- Statistical Modeling to Assess Marginal Impact of a Range of Amenities
- Looking for Measurable and Significant Impact on Achievable Residential Pricing
- Results will be incorporated into final model

SUMMARY

- CAN ASSESS ANTICIPATED IMPACT OF INVESTMENTS AND/OR MARKET SHIFTS OVER TIME
- DISTRICT AND SMALLER AREA SPECIFIC
 - Output can be customized by district and planning area
- WILL BE CONSOLIDATED INTO DISTRICT IMPACTS
- ESTABLISHES COMMON LANGUAGE



2010 Capacity Ordinance preliminary assessment of possible outcomes

Ted Reid, Metro Land Use Planning

June 23, 2010



Metro | *People places. Open spaces.*

Overview of scenario assumptions

2009 UGR scenario	2010 Capacity Ordinance scenario (preliminary)
2009 forecast (adopted)	2009 forecast (adopted)
Current zoning	Current zoning
Financially-constrained RTP	State RTP (adopted)
Existing residential incentive programs	Add new incentive programs to be adopted in 2010
Future UGB expansions follow state agricultural soil hierarchy	Future UGB expansions into urban reserves

Additional transit projects assumed (compared to 2009 UGR scenario)

- CRC light rail
- SW Corridor high-capacity transit
- WES service improvements
- I-205 bus rapid transit from Clackamas to Tualatin
- Division / Powell bus rapid transit
- Broadway / Weidler streetcar
- NE Martin Luther King streetcar
- NW 19th / NW 20th streetcar

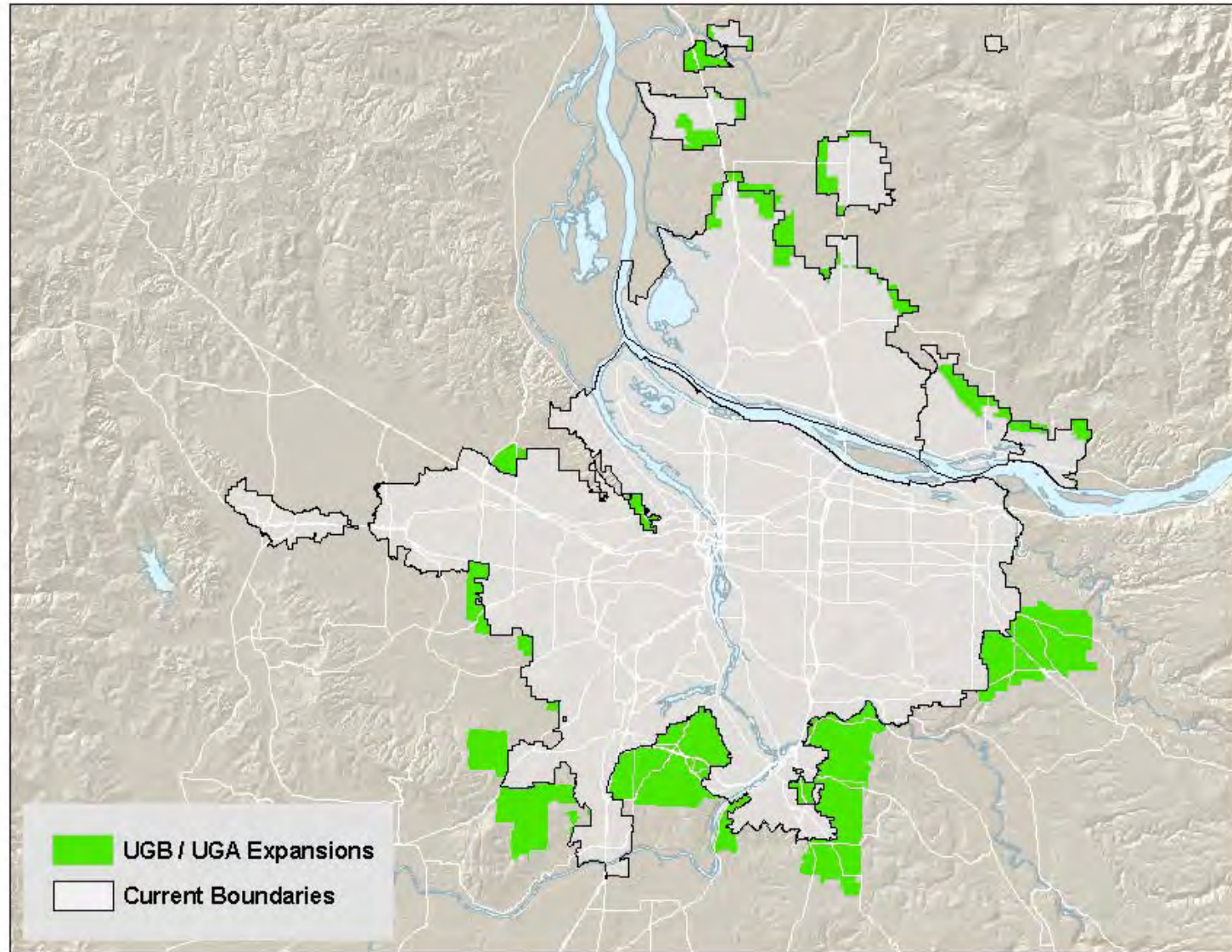
Additional throughway projects assumed (compared to 2009 UGR scenario)

- I-5 Columbia River Crossing
- Operational improvements on I-5
- Additional interchange improvements:
 - OR 217
 - US 26
 - I-5
 - I-205
 - I-84

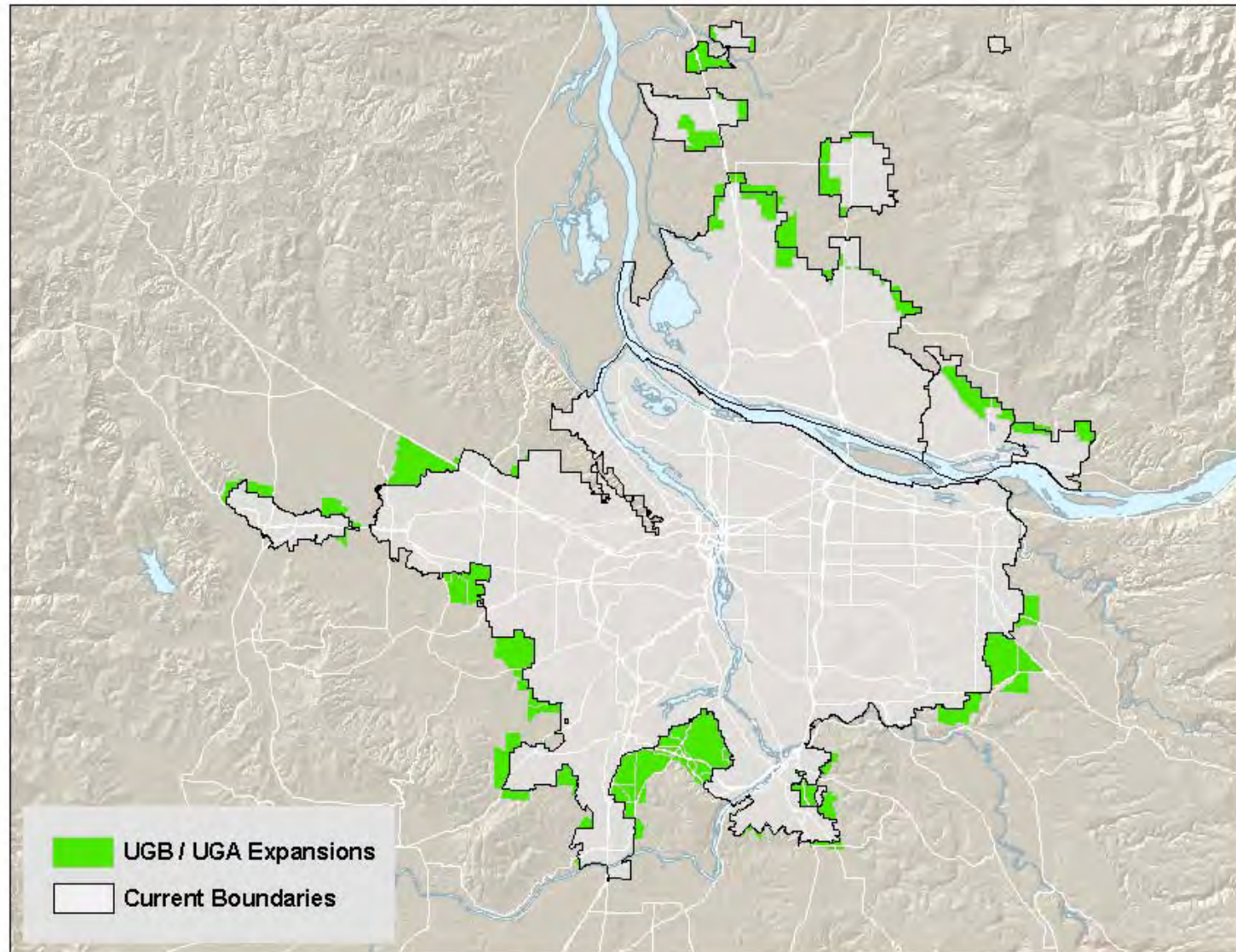
RTP community-building projects



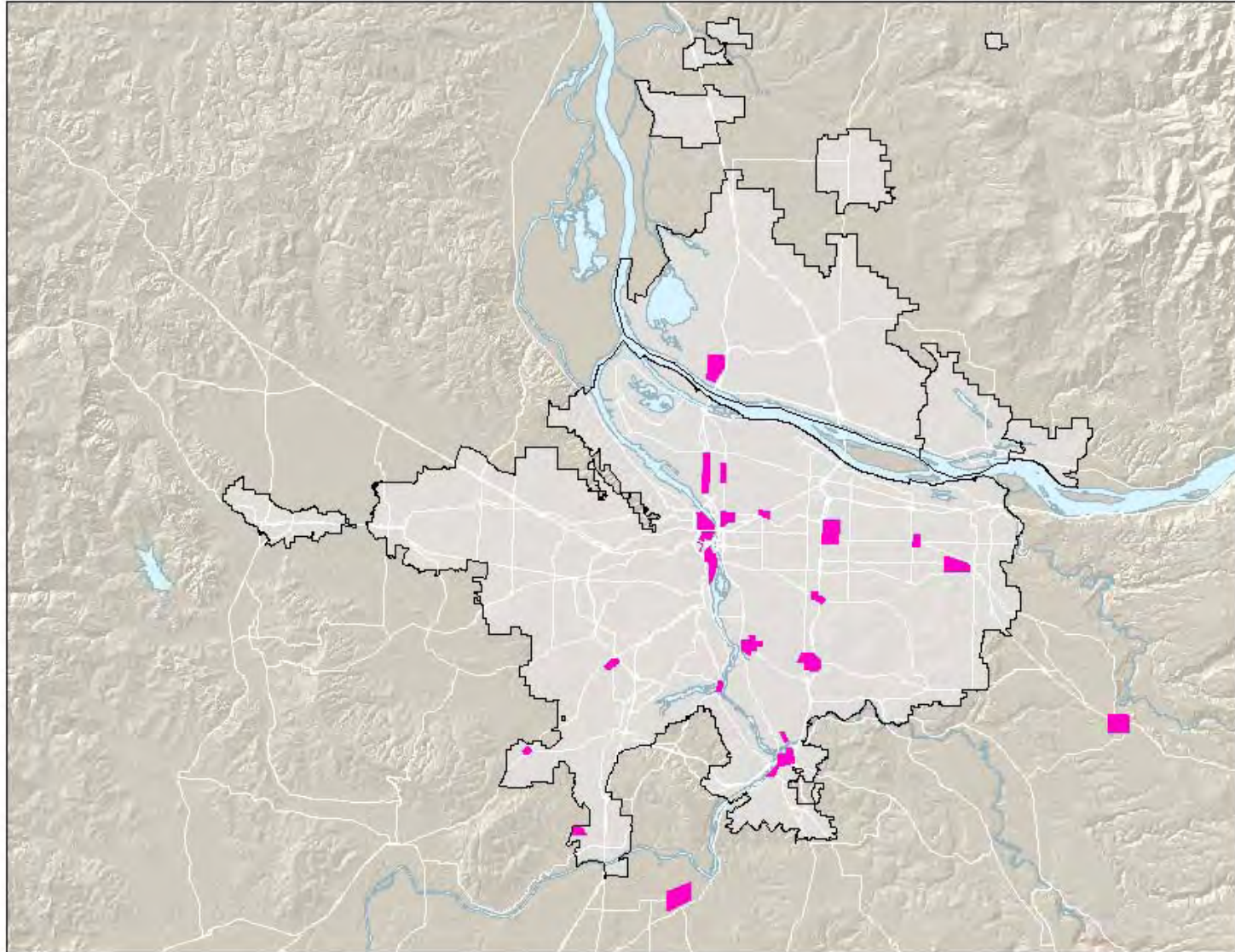
Assumed prospective UGB expansions through 2040 (2009 UGR scenarios)



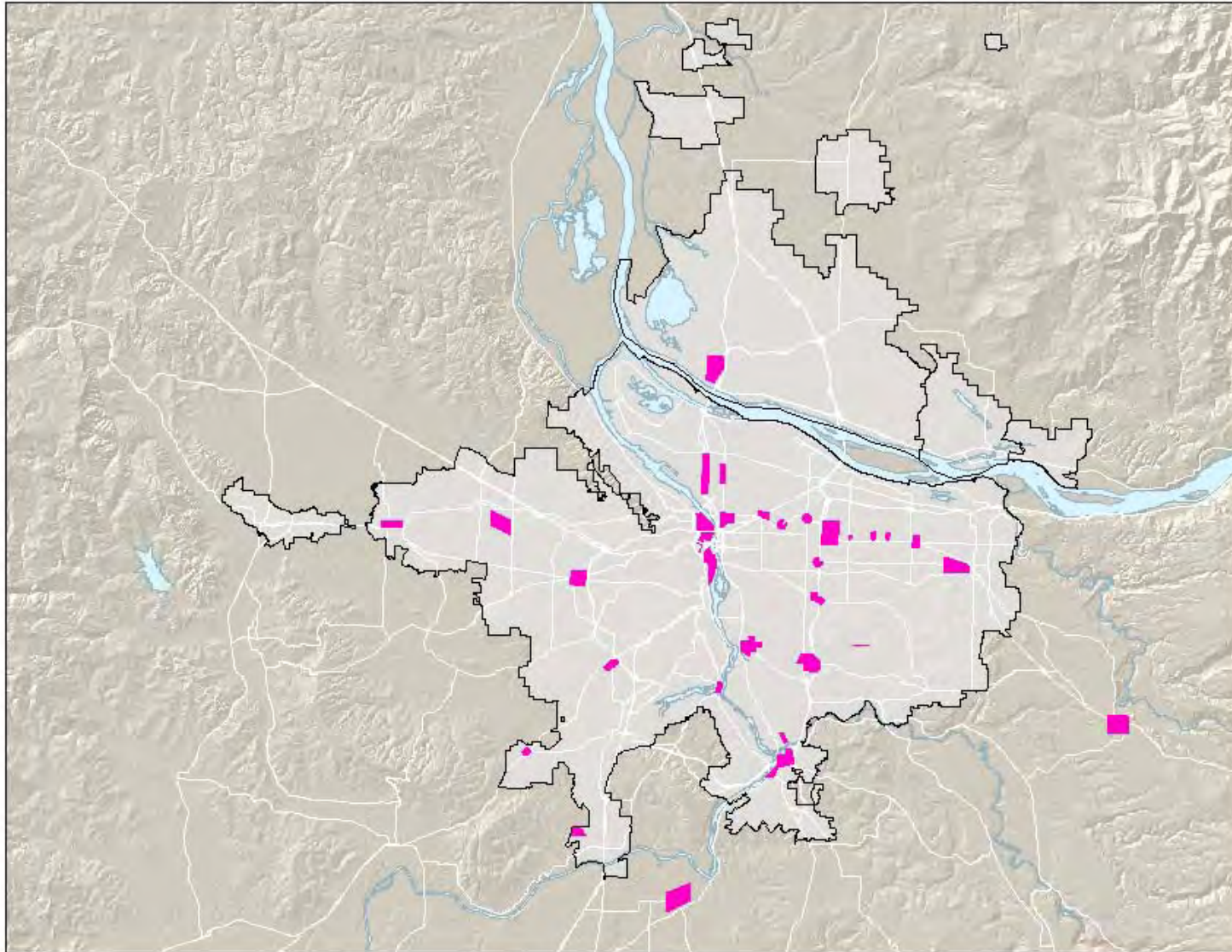
Assumed prospective UGB expansions through 2040 (2010 Capacity Ordinance scenario)



Assumed residential incentive programs (2009 UGR scenario)



Assumed residential incentive programs (2010 Capacity Ordinance scenario)



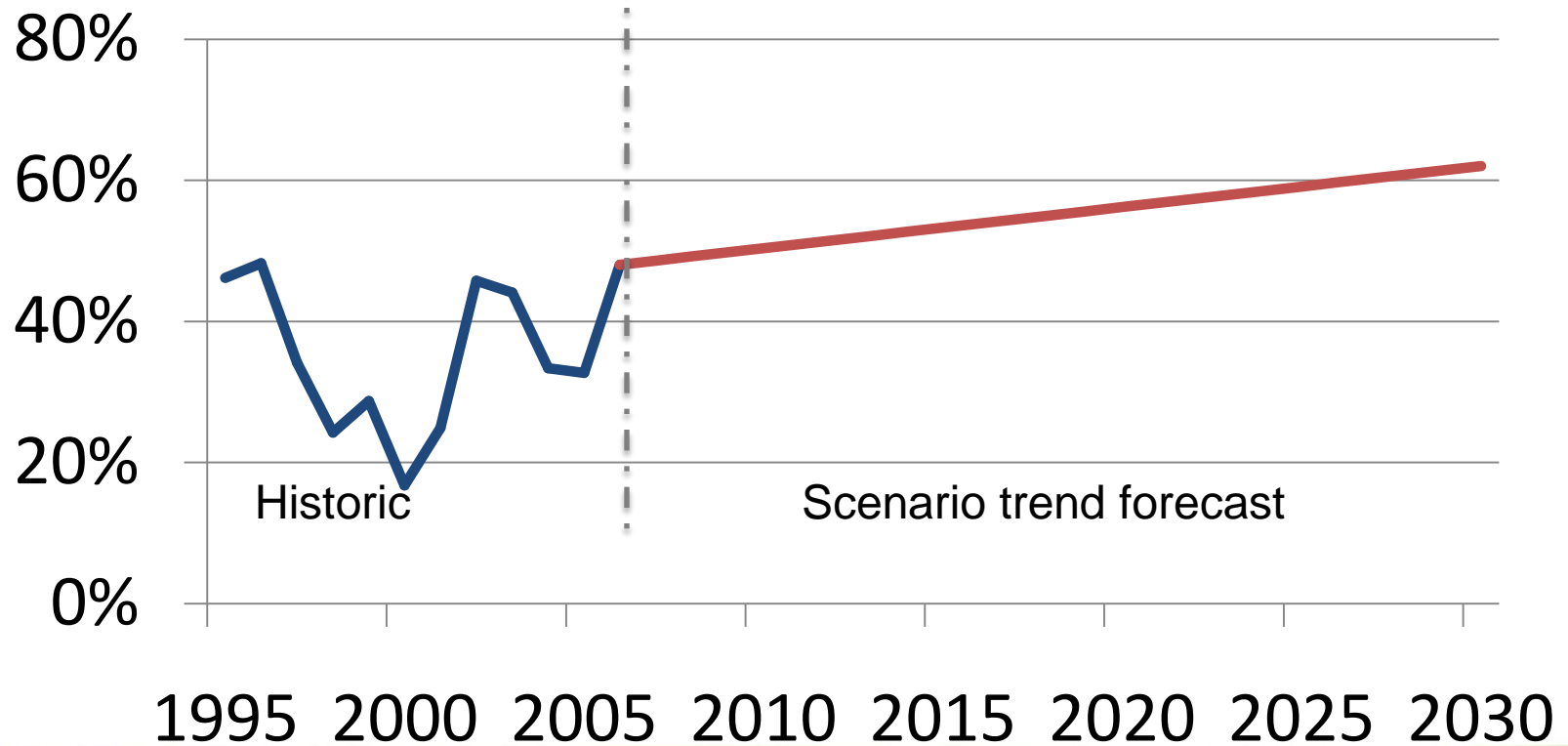
Desired outcome 1:

People live and work in vibrant communities ...

- Households shift towards:
 - Smaller residences
 - Larger share of multifamily (particularly condos)
- Results are consistent with trends identified by researchers (Nelson, Leinberger) and builders
- State RTP investments improve pedestrian environments

***Desired outcome 1:
People live and work in vibrant communities ...***

Multifamily share of new units



Desired outcome 1:

People live and work in vibrant communities ...

- Higher rate of redevelopment
- Greater share of growth in centers and corridors
- High utilization of single-family capacity in assumed prospective UGB expansions into urban reserves
- But, multifamily development lags in assumed prospective UGB expansion areas

Desired outcome 2:

Current and future residents benefit from the region's sustained economic competitiveness and prosperity

- Improved jobs / housing balance in Clark County
- Greater share of region's jobs go to centers and corridors

Desired outcome 3:

People have safe and reliable transportation choices that enhance their quality of life

- Average household saves money on transportation costs

Desired outcome 4:

The region is a leader in minimizing contributions to global warming

- Average household has a slightly shorter commute (but more commuters)
- Less growth in residential-source carbon emissions (heating, lighting, cooling)

Desired outcome 5:

***Current and future generations enjoy clean air,
clean water and healthy ecosystems***

- Urban and rural reserves set a course for a smaller urban footprint

Desired outcome 6:

The benefits and burdens of growth and change are distributed equitably

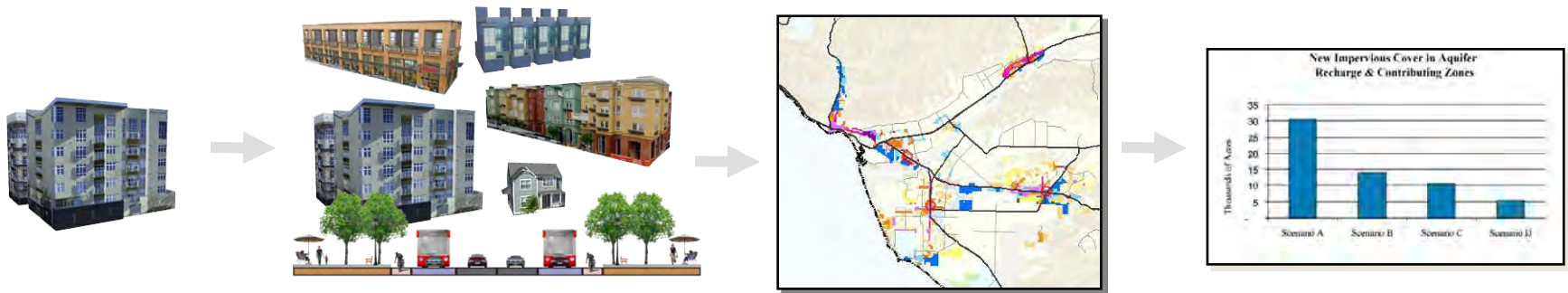
- More transportation options in close-in locations help to reduce household costs
- But, renters competing for high-demand locations see escalating housing costs

Concluding thoughts

- Better results, but room for improvement
 - Housing affordability for renters
 - Carbon emissions
- Need to ensure that community investments are focused

Illustrating Local Actions

Illustration Process



**Building
Types**

**Development
Types**

**Scenario
Development**

Evaluation

1

The process starts by creating a library of building types that are financially feasible at the local level.

Create Prototype Buildings

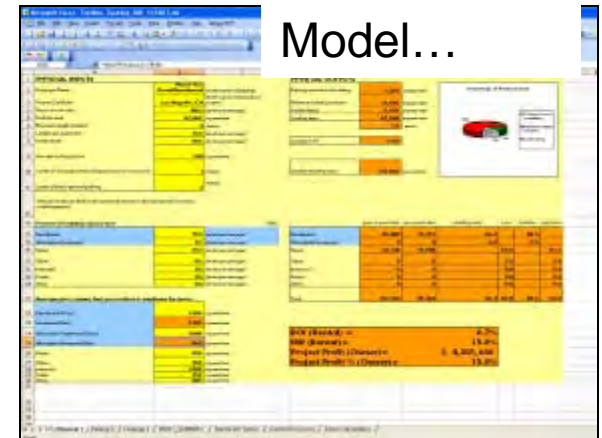
Why start with buildings?

- *Defensible foundation to build on:*
- Rents and Sales Prices
- Construction Costs

Helps demonstrate:

- Density and Design

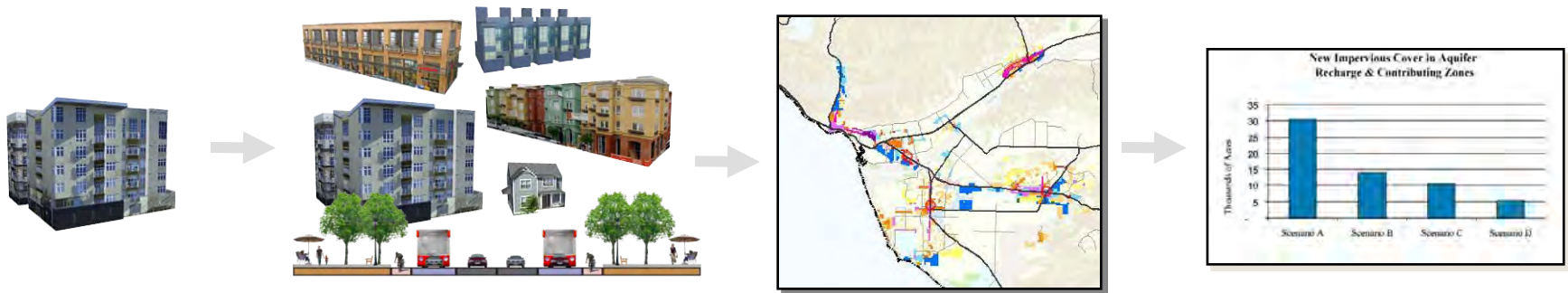
Use the ROI Model...



...to Create a Range of Buildings



Illustration Process



**Building
Types**

**Development
Types**

**Scenario
Development**

Evaluation

2

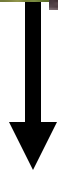
Define the mix of buildings, streets and amenities that make up the places of our Region.

Development Type Mix

A Mix of Prototypical Buildings, Streets and Amenities Create a “Place”



Regional Center

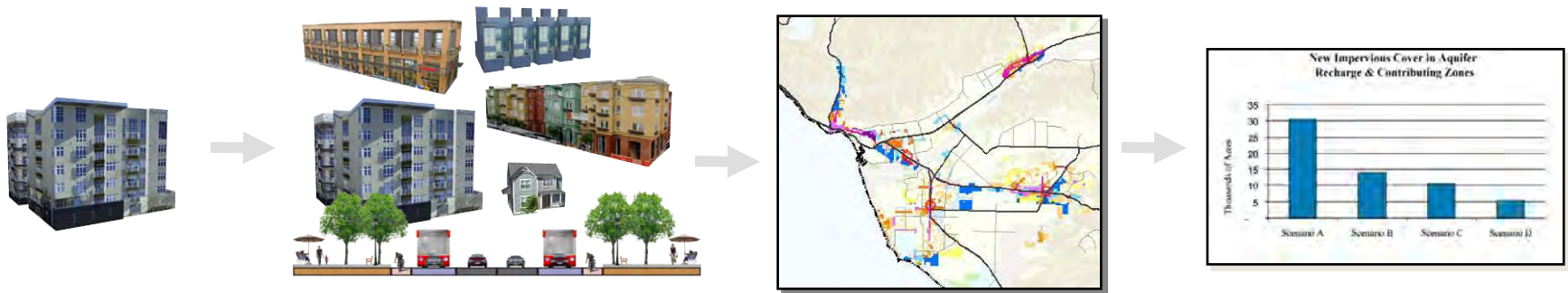


Town Center



Station Community

Illustration Process



**Building
Types**

**Development
Types**

**Scenario
Development**

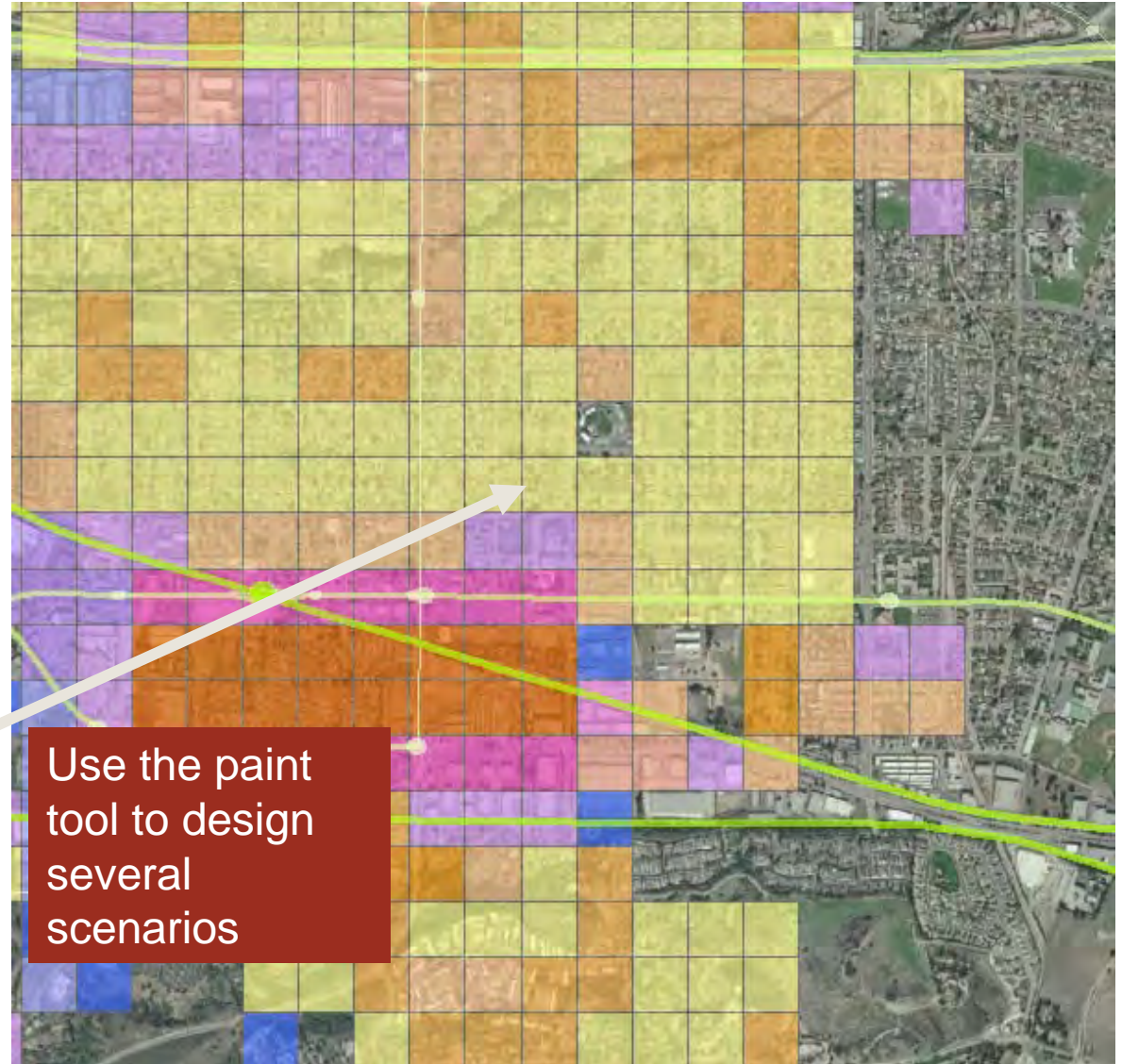
Evaluation

3

Use the Scenario Painter to design several possible future land use scenarios to test the implications of different decisions or policies.

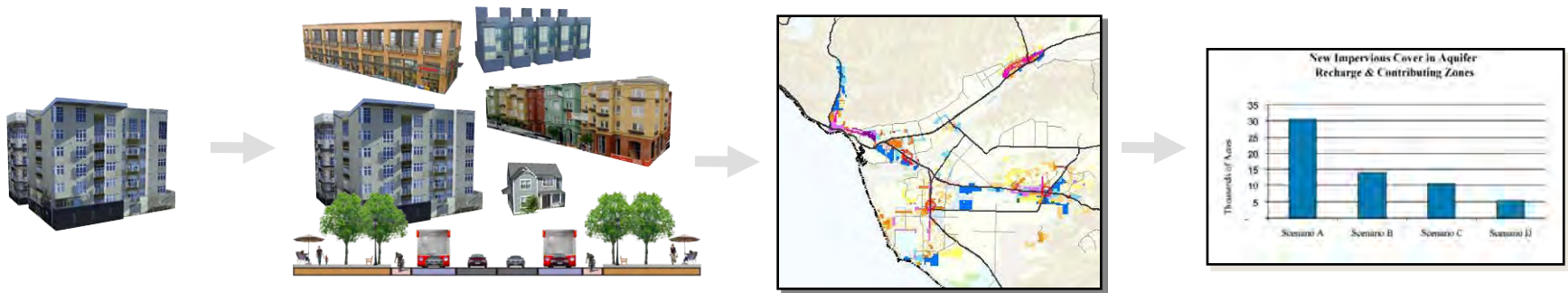
Design Scenarios by Painting Development Types onto the Landscape

Development Types	Scenario Indicators
Symbol	Development Type
	ERASE
	Urban Core Res High Mix
	Urban Core Res Low Mix
	Urban Core Emp High Mix
	Urban Core Emp Low Mix
	City Res High Mix
	City Res Low Mix
	City Emp High Mix
	City Emp Low Mix
	Town Res High Mix
	Town Res Low Mix
	Town Emp High Mix
	Town Emp Low Mix
	Neighborhood Res High Mix
	Neighborhood Res No Mix
	Neighborhood Emp High Mix
	Neighborhood Office Low Mix
	Neighborhood Retail Low Mix
	Neighborhood Industrial Low Mix
	Suburban Res High Mix



Use the paint tool to design several scenarios

Illustration Process



**Building
Types**

**Development
Types**

**Scenario
Development**

Evaluation

4

Compare and monitor the impact of land use decisions in real-time.









Shell
Full Tank
Mid Tank
Price: 92.99
Price: 88.99
Price: 89.99

THE SHORTCUT TO VEGAS.
RESORT & CASINO
PECHANGA
I-18 • YREKA, CA

CONROY'S
HOT SUPPLIES - BAKERY
CORN - PEAS
ICE CREAM - \$3.99 A LBS
HOT DELIVERED 24 HRS

WALK-UP
RESTAURANT

CAFÉ

DONUTS

RELEASE
YOURSELF
FROM
THE
LEASE
HAPPY









Shell

Regular 1.14
Mid-Grade 1.19
Unleaded 1.24


WAX FREE



Regular 3.99
Mid-Grade 4.29
Premium 4.59

WAX FREE





2040 Growth Concept Map: Center designation change requests and process

MPAC

Chris Deffebach

June 23, 2010



Metro | *People places. Open spaces.*



REGION 2040

Decisions for Tomorrow
2040 Growth Concept

The Region 2040 Growth Concept was adopted on December 14, 1999 by:

- | | |
|------------------------|-------------------|
| Ordinance No. 96-056-A | March 9, 1997 |
| Ordinance No. 97-004-A | July 10, 1997 |
| Ordinance No. 97-208-A | October 3, 1997 |
| Ordinance No. 97-348-A | July 23, 1997 |
| Ordinance No. 98-778-D | December 17, 1998 |
| Ordinance No. 98-779-D | December 17, 1998 |
| Ordinance No. 98-852-C | December 17, 1998 |
| Ordinance No. 98-853-C | December 17, 1998 |
| Ordinance No. 98-854-C | December 17, 1998 |
| Ordinance No. 98-855-C | December 17, 1998 |
| Ordinance No. 98-856-C | December 17, 1998 |
| Ordinance No. 98-857-A | December 17, 1998 |
| Ordinance No. 98-858-A | December 17, 1998 |
| Ordinance No. 98-859-A | December 17, 1998 |
| Ordinance No. 98-860-A | December 17, 1998 |
| Ordinance No. 98-861-A | December 17, 1998 |
| Ordinance No. 98-862-A | December 17, 1998 |
| Ordinance No. 98-863-A | December 17, 1998 |
| Ordinance No. 98-864-A | December 17, 1998 |
| Ordinance No. 98-865-A | December 17, 1998 |
| Ordinance No. 98-866-A | December 17, 1998 |
| Ordinance No. 98-867-A | December 17, 1998 |
| Ordinance No. 98-868-A | December 17, 1998 |
| Ordinance No. 98-869-A | December 17, 1998 |
| Ordinance No. 98-870-A | December 17, 1998 |
| Ordinance No. 98-871-A | December 17, 1998 |
| Ordinance No. 98-872-A | December 17, 1998 |
| Ordinance No. 98-873-A | December 17, 1998 |
| Ordinance No. 98-874-A | December 17, 1998 |
| Ordinance No. 98-875-A | December 17, 1998 |
| Ordinance No. 98-876-A | December 17, 1998 |
| Ordinance No. 98-877-A | December 17, 1998 |
| Ordinance No. 98-878-A | December 17, 1998 |
| Ordinance No. 98-879-A | December 17, 1998 |
| Ordinance No. 98-880-A | December 17, 1998 |
| Ordinance No. 98-881-A | December 17, 1998 |
| Ordinance No. 98-882-A | December 17, 1998 |
| Ordinance No. 98-883-A | December 17, 1998 |
| Ordinance No. 98-884-A | December 17, 1998 |
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| Ordinance No. 98-887-A | December 17, 1998 |
| Ordinance No. 98-888-A | December 17, 1998 |
| Ordinance No. 98-889-A | December 17, 1998 |
| Ordinance No. 98-890-A | December 17, 1998 |
| Ordinance No. 98-891-A | December 17, 1998 |
| Ordinance No. 98-892-A | December 17, 1998 |
| Ordinance No. 98-893-A | December 17, 1998 |
| Ordinance No. 98-894-A | December 17, 1998 |
| Ordinance No. 98-895-A | December 17, 1998 |
| Ordinance No. 98-896-A | December 17, 1998 |
| Ordinance No. 98-897-A | December 17, 1998 |
| Ordinance No. 98-898-A | December 17, 1998 |
| Ordinance No. 98-899-A | December 17, 1998 |
| Ordinance No. 98-900-A | December 17, 1998 |
| Ordinance No. 98-901-A | December 17, 1998 |
| Ordinance No. 98-902-A | December 17, 1998 |
| Ordinance No. 98-903-A | December 17, 1998 |
| Ordinance No. 98-904-A | December 17, 1998 |
| Ordinance No. 98-905-A | December 17, 1998 |
| Ordinance No. 98-906-A | December 17, 1998 |
| Ordinance No. 98-907-A | December 17, 1998 |
| Ordinance No. 98-908-A | December 17, 1998 |
| Ordinance No. 98-909-A | December 17, 1998 |
| Ordinance No. 98-910-A | December 17, 1998 |
| Ordinance No. 98-911-A | December 17, 1998 |
| Ordinance No. 98-912-A | December 17, 1998 |
| Ordinance No. 98-913-A | December 17, 1998 |
| Ordinance No. 98-914-A | December 17, 1998 |
| Ordinance No. 98-915-A | December 17, 1998 |
| Ordinance No. 98-916-A | December 17, 1998 |
| Ordinance No. 98-917-A | December 17, 1998 |
| Ordinance No. 98-918-A | December 17, 1998 |
| Ordinance No. 98-919-A | December 17, 1998 |
| Ordinance No. 98-920-A | December 17, 1998 |
| Ordinance No. 98-921-A | December 17, 1998 |
| Ordinance No. 98-922-A | December 17, 1998 |
| Ordinance No. 98-923-A | December 17, 1998 |
| Ordinance No. 98-924-A | December 17, 1998 |
| Ordinance No. 98-925-A | December 17, 1998 |
| Ordinance No. 98-926-A | December 17, 1998 |
| Ordinance No. 98-927-A | December 17, 1998 |
| Ordinance No. 98-928-A | December 17, 1998 |
| Ordinance No. 98-929-A | December 17, 1998 |
| Ordinance No. 98-930-A | December 17, 1998 |
| Ordinance No. 98-931-A | December 17, 1998 |
| Ordinance No. 98-932-A | December 17, 1998 |
| Ordinance No. 98-933-A | December 17, 1998 |
| Ordinance No. 98-934-A | December 17, 1998 |
| Ordinance No. 98-935-A | December 17, 1998 |
| Ordinance No. 98-936-A | December 17, 1998 |
| Ordinance No. 98-937-A | December 17, 1998 |
| Ordinance No. 98-938-A | December 17, 1998 |
| Ordinance No. 98-939-A | December 17, 1998 |
| Ordinance No. 98-940-A | December 17, 1998 |
| Ordinance No. 98-941-A | December 17, 1998 |
| Ordinance No. 98-942-A | December 17, 1998 |
| Ordinance No. 98-943-A | December 17, 1998 |
| Ordinance No. 98-944-A | December 17, 1998 |
| Ordinance No. 98-945-A | December 17, 1998 |
| Ordinance No. 98-946-A | December 17, 1998 |
| Ordinance No. 98-947-A | December 17, 1998 |
| Ordinance No. 98-948-A | December 17, 1998 |
| Ordinance No. 98-949-A | December 17, 1998 |
| Ordinance No. 98-950-A | December 17, 1998 |

*Areas brought into the Urban Growth Boundary under Ordinance Nos. 98-752-C and 98-812-A have been removed by Metro by the Land Use Board of Appeals and affirmed by the Court of Appeals. These areas have been removed from the map.



Metropolitan Planning Council
1100 N. GALE, PORTLAND, OREGON 97228-3000
503.281.1000
www.metroplanning.org

- ### LEGEND
- Clark County
- Farm and Forest Land
 - Rural Residential
 - Low Density Residential
 - High Density Residential
 - Commercial
 - General Commercial / City Center
 - Public Facility
 - Light Industrial
 - Heavy Industrial
 - Parks and Open Space
 - Vancouver City Center
 - Medium Density Residential
 - Activity Centers
 - Town Centers
 - Rural Reserves

LEGEND

Metropolitan Region

- Central City
- Regional Centers
- Town Centers
- Inner Neighborhoods
- Outer Neighborhoods
- Employment Areas
- Industrial Areas
- Regionally Significant Industrial Areas
- Corridors
- Main Streets
- Station Community
- Station Community Core
- Potential Regional Throughways
- Green Corridors
- Planned & Existing Light Rail Lines
- Proposed Light Rail Alignments
- Potential HCT Facilities
- Light Rail Stations
- Potential Light Rail Stations
- International Airports
- Regional Airports
- Terminals
- Intermodal Rail Yards
- Rail Distribution Network
- Resource Land
- Rural Reserves
- Parks
- Open Space
- Urban Growth Boundary
- Neighboring Cities

Map prepared by Metro Planning Council, 1100 N. Gale, Portland, Oregon 97228-3000. Date: 10/2000. Scale: 1" = 1 mile. All rights reserved. No part of this map may be reproduced without the written permission of Metro Planning Council.

Existing Policy Guidance

Regional Center

- Accessible to hundreds of thousands of people
- Zoned for mix of housing types
- Served /will be served by HCT and zoned to support HCT
- Meets multimodal and connectivity standards
- Actions and investments to meet non-SOV modal targets adopted

Town Center

- Accessible to tens of thousands of people
- Zoned for mix of uses, walkable
- Actions/strategies to enhance center adopted
- Served by public transit
- Meets multimodal and connectivity standards

Success: Additional considerations

- Detract/support nearby centers?
- Plan to prioritize and focus development efforts among multiple centers
- Partnerships, incentives, investments or other plans for promoting development
- Analysis to support planned development will match envisioned activity levels

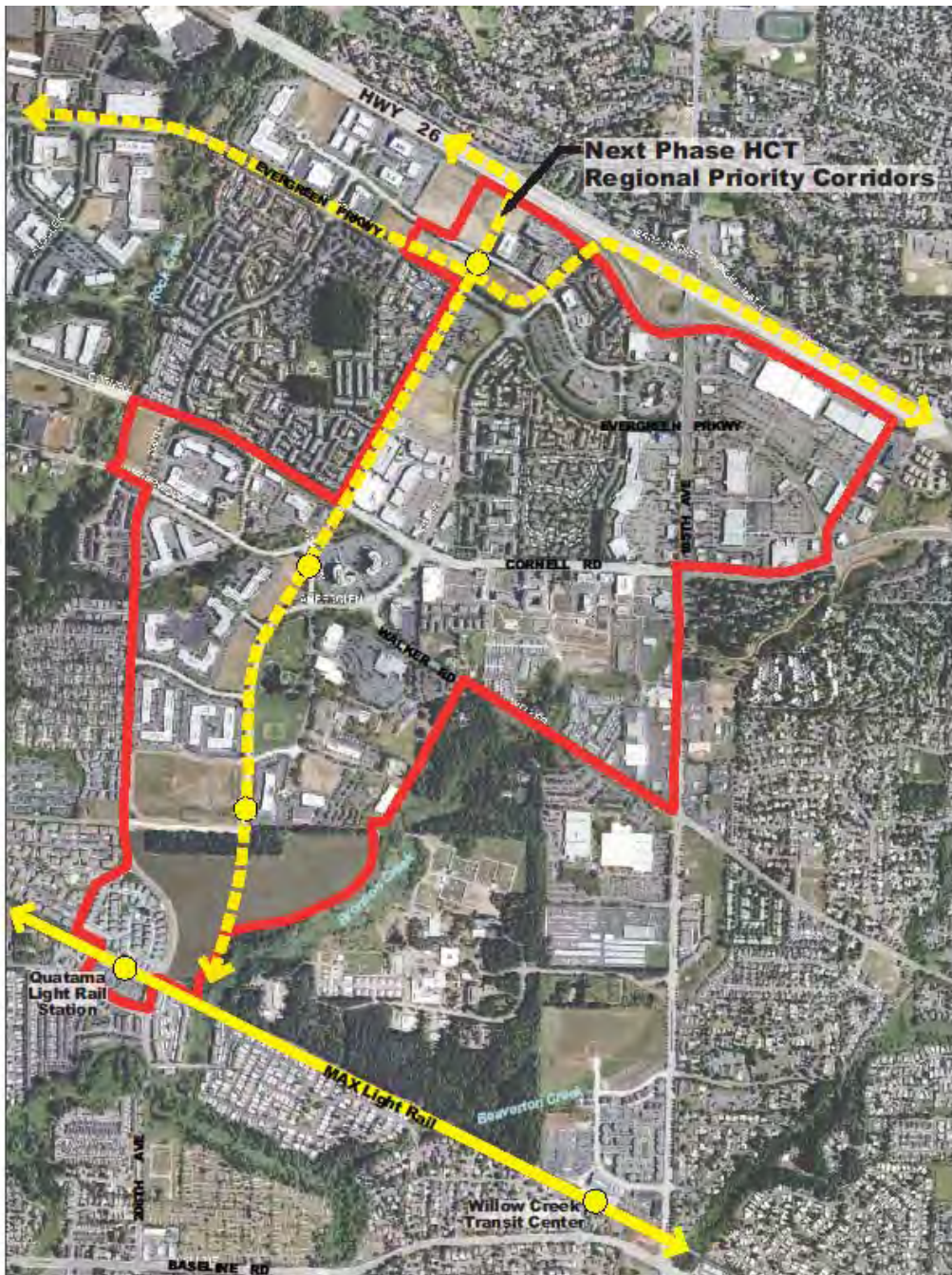
Proposed Regional Center changes

Hillsboro - Change Town Center to Regional Center designation AmberGlen/Tanasbourne

Address policy guidance

- Accessible to hundreds of thousands of people
- Zoned for mix of housing types
- Served /will be served by HCT and zoned to support HCT
- Meets multimodal and connectivity standards
- Actions and investments to meet non-SOV modal targets adopted

Address additional considerations for success



City of Hillsboro
Proposed AmberGlen/Tanasbourne
Regional Center Boundary

Proposed Town Center changes;

Happy Valley - Town Center relocation

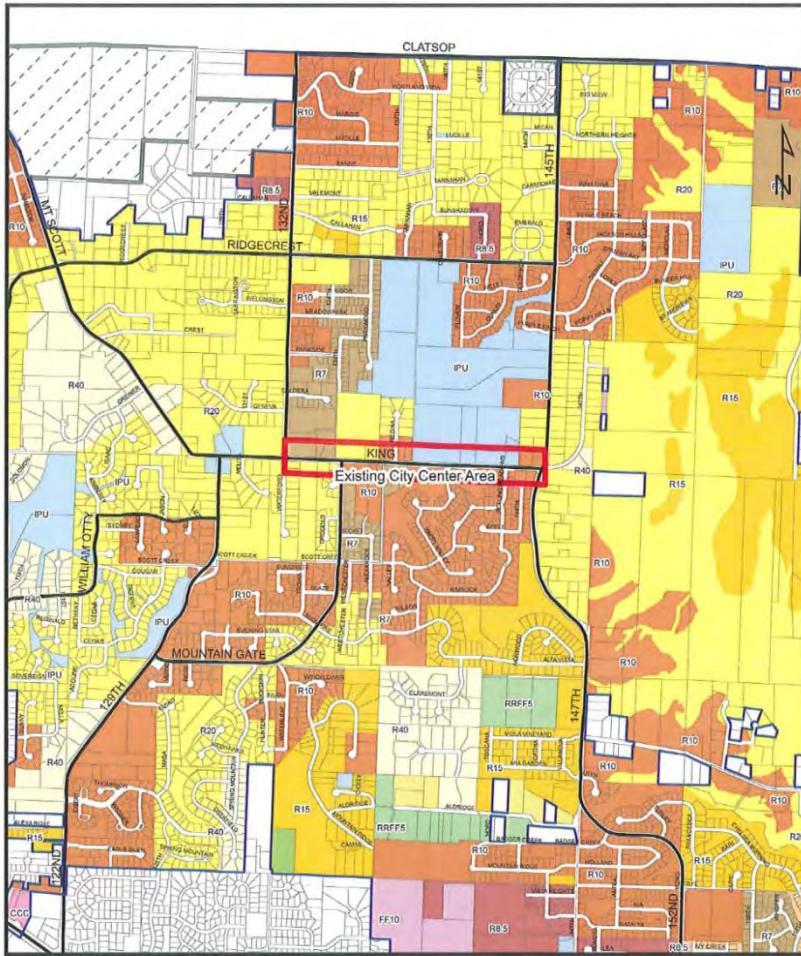
Cornelius - Change to Town Center from Main Street

Address Town Center policy guidance

- Accessible to tens of thousands of people
- Zoned for mix of uses, walkable
- Actions/strategies to enhance center adopted
- Served by public transit
- Meets multimodal and connectivity standards

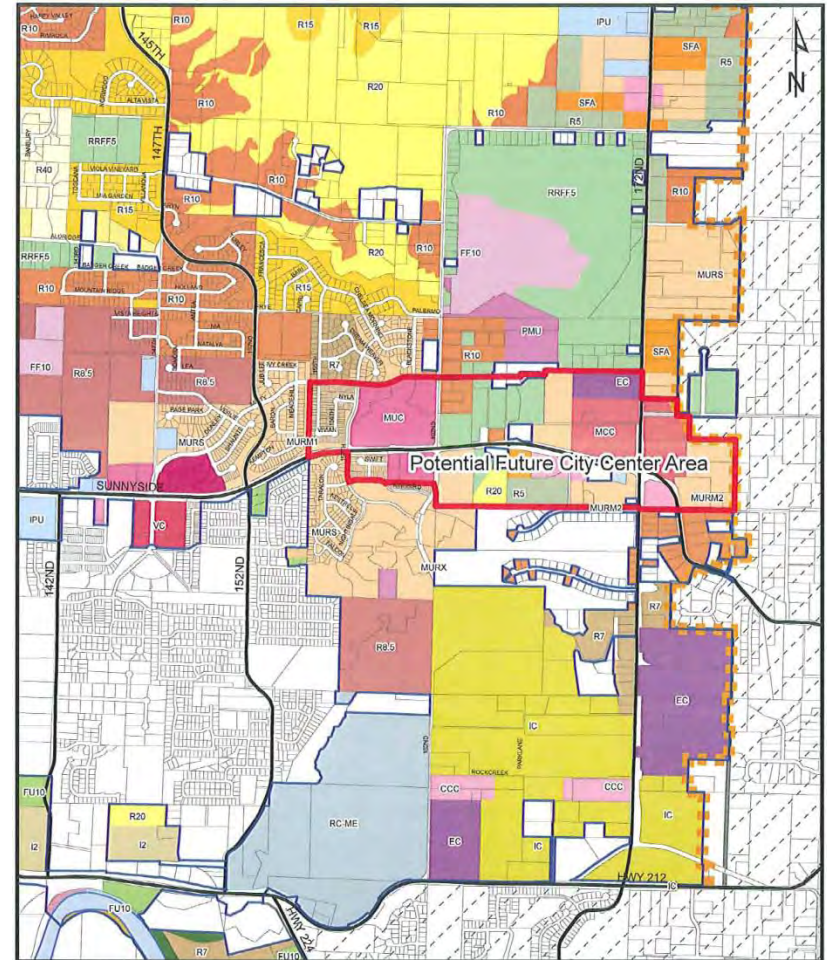
Address additional considerations for success

City of Happy Valley Town Center proposal



Existing Town Center
 Happy Valley Boundary

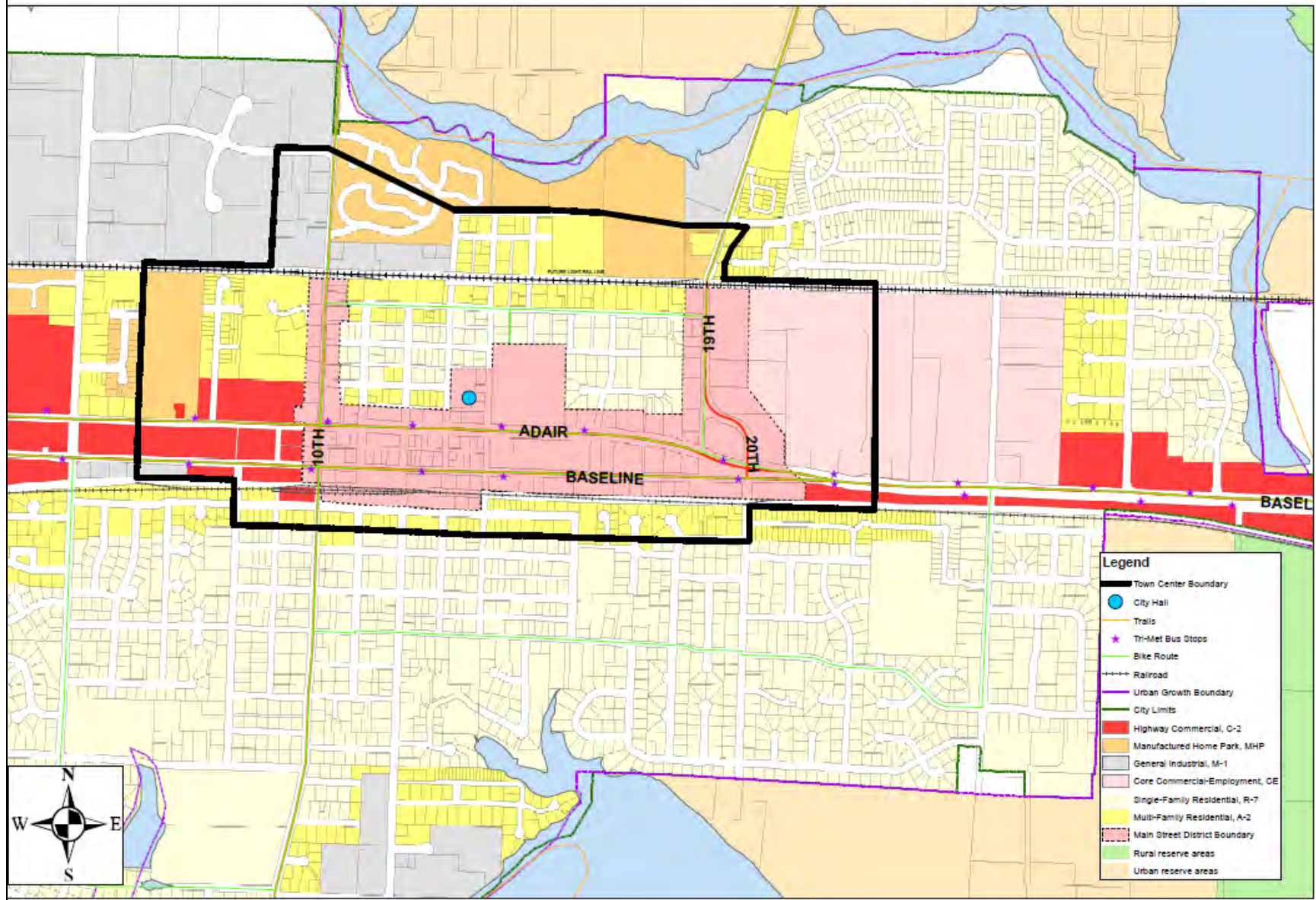

City of Happy Valley
Existing City Center Area
With Zoning



Future Town Center
 Happy Valley Boundary


City of Happy Valley
Potential Future City Center Area
With Zoning

City of Cornelius Town Center Area Existing Transportation & Zoning



Next steps

- Tonight – Initial comments on proposals and consistency with existing policy
- Late summer – staff includes recommendations in COO Community Investment Strategy, including housekeeping changes to map
- Fall – MPAC develops recommendations for Metro Council
- December – Metro Council considers requests as part of Capacity Ordinance

Tanasbourne | AmberGlen

A Vibrant, Transit-Supported, Regional-Scale Center

Metro Policy Advisory Committee

June 23, 2010



METRO



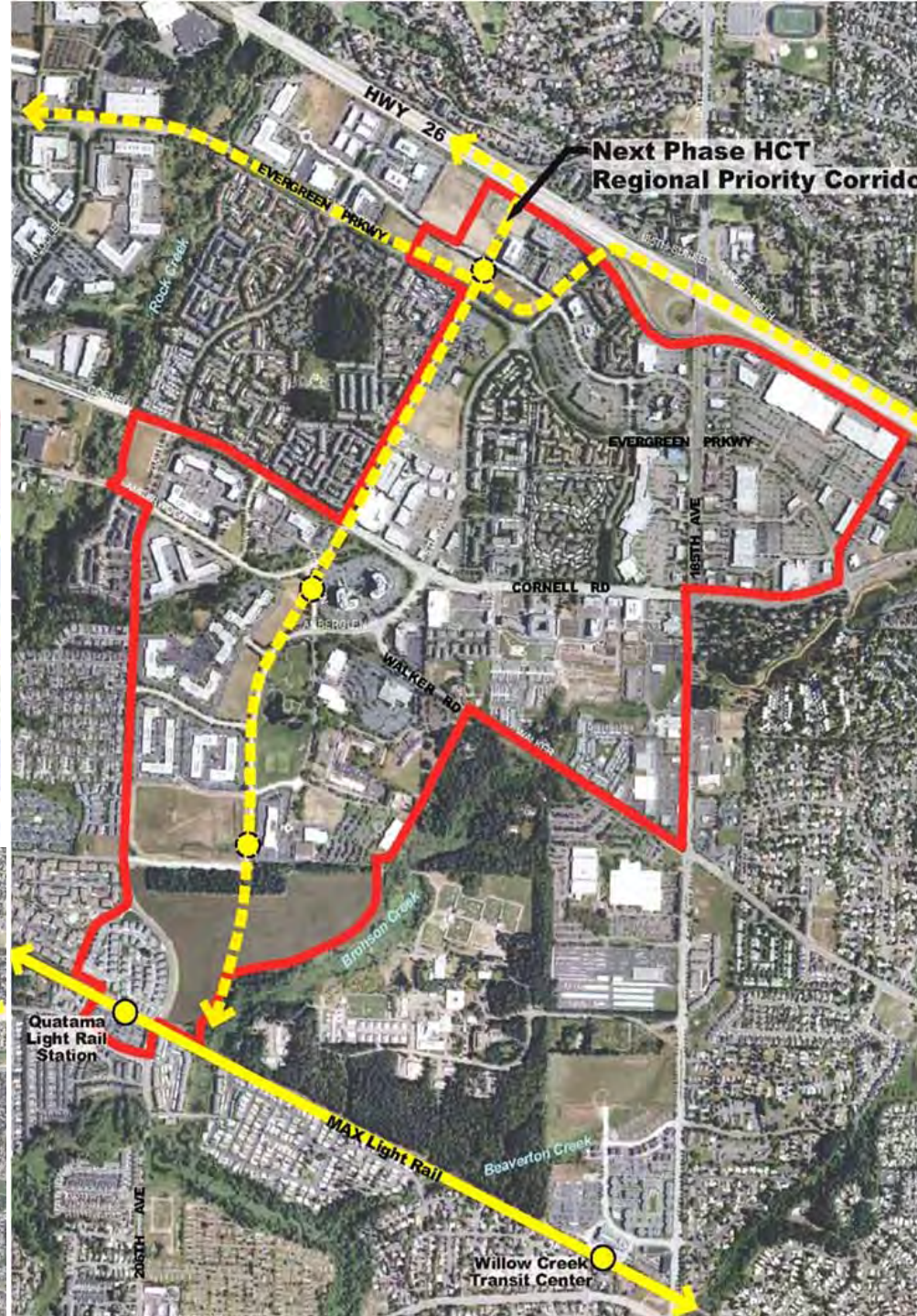
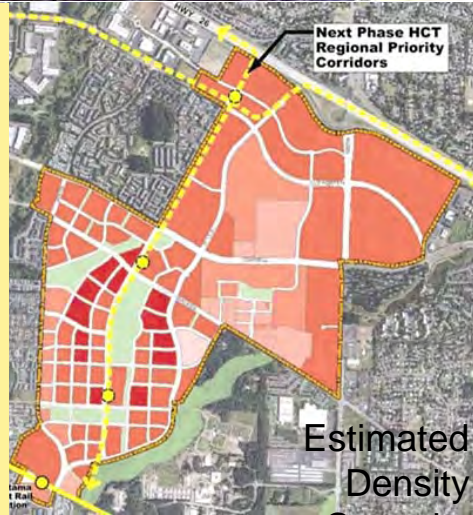
**City of Hillsboro,
Oregon**



Proposed re-designation/reconfiguration of the
Tanasbourne Town Center as the
**TANASBOURNE/AMBERGLEN
REGIONAL CENTER**



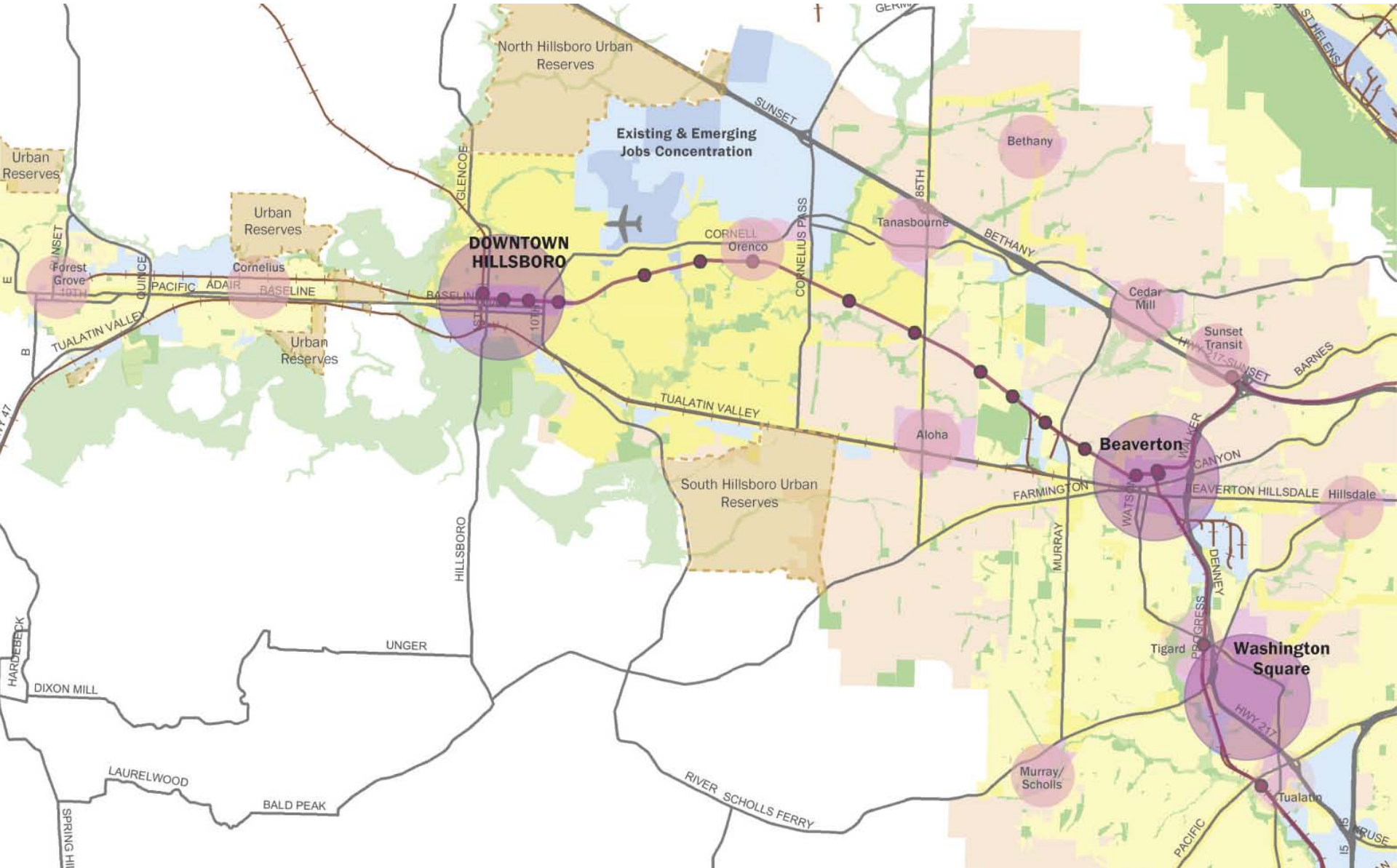
THE ASPIRATION...
*Approximately
30,000 people will
live in this 687-
acre urban district,
and 23,000 people
will work here.*



Proposed: Western Metro Region 2040 Centers

Tanasbourne | AmberGlen

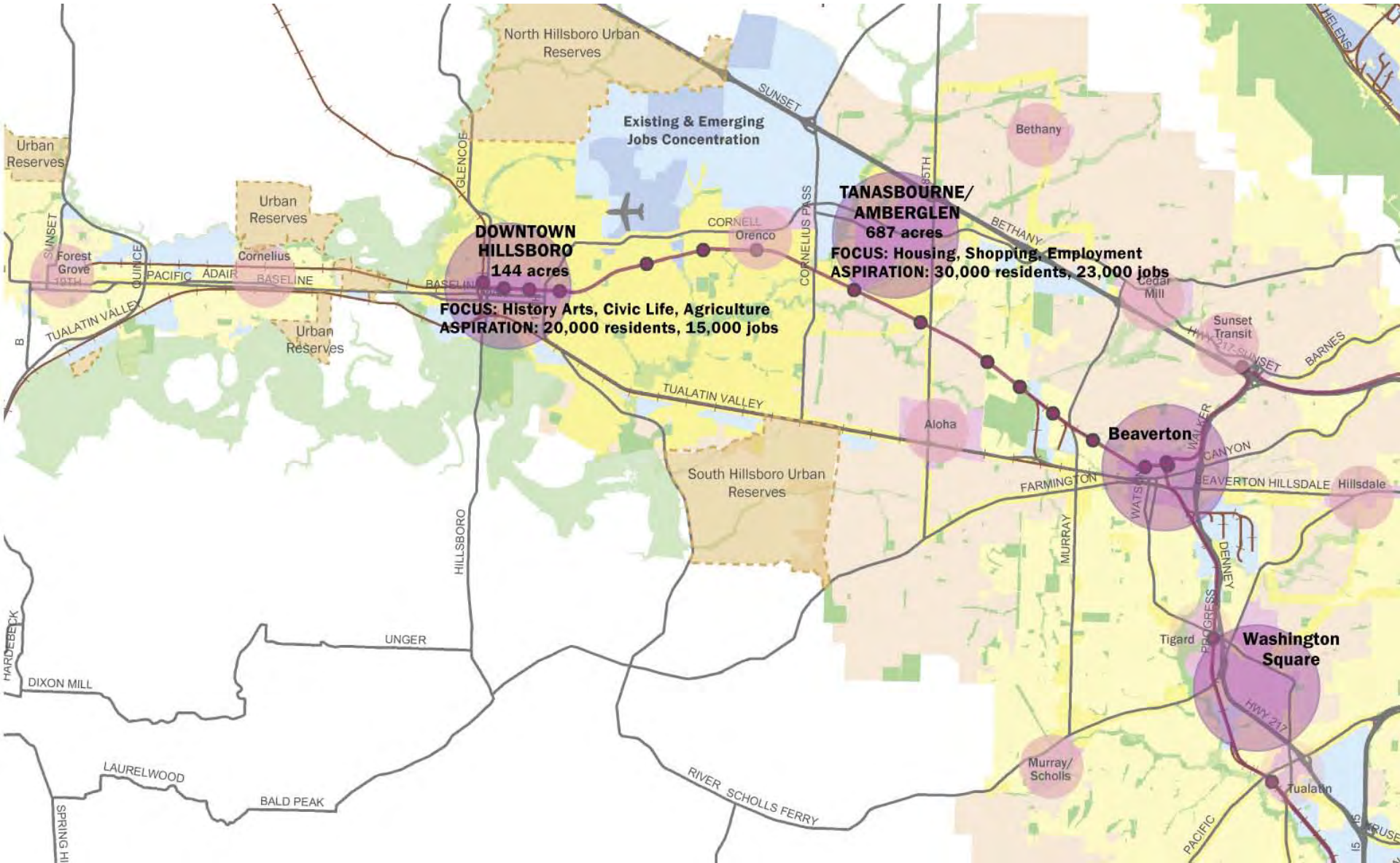
A Vibrant, Transit-Supported, Regional-Scale Center



Proposed: Western Metro Region 2040 Centers

Tanasbourne | AmberGlen

A Vibrant, Transit-Supported, Regional-Scale Center

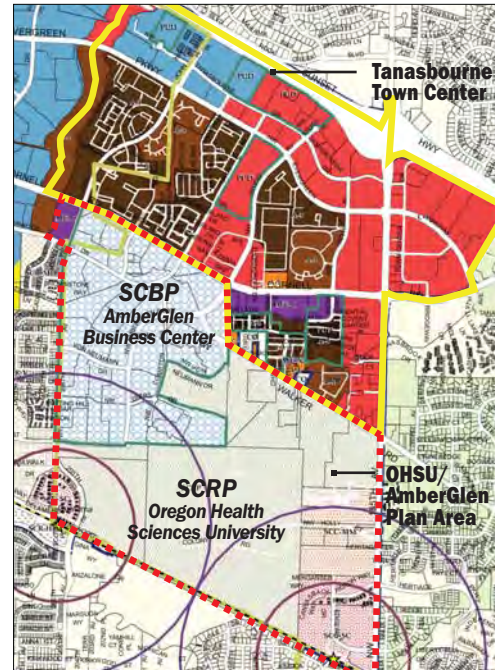


TANASBOURNE | AMBERGLEN

Area Planning Timeline



Tanasbourne/AmberGlen Planning Areas Aerial Photo, 2005



Tanasbourne Town Center Zones, adopted 2004
Station Community Campus Area Zones (OHSU/AmberGlen area), adopted 1996



AmberGlen Community Plan Land Use Policy Amendments, 2010



Proposed redesignation and reconfiguration of the Tanasbourne Town Center as the Tanasbourne/AmberGlen Regional Center, 2010

VISION

Create a vibrant, regional activity center enlivened with high-quality pedestrian and environmental amenities, taking advantage of the region's light rail system.



NEXT STEPS

- 2010 Tanasbourne | AmberGlen Regional-Center Designation
- 2010 Establish stakeholder Memorandums of Understanding
- 2010/11 Adopt zoning, design and sustainability standards & incentives
- 2010/11 Establish public funding mechanisms and potential urban renewal district
- 2011/12 Initiate Multijurisdictional Interchange Refinement Plan
- 2011/12 Develop activity center catalyst project
- 2011/12 Tanasbourne Plan Area Update

Early 1980's

TheStandard 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-accomodating development. AmberGlen Business Center is designation: Station Community Business Park (SCBP). Oregon Health Sciences University designation: Station Community Research Park (SCRCP).

2006

City initiates AmberGlen Concept Planning Process
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. The concept planning process was a collaborative effort between property owners, Tanasbourne area stakeholders and City, County, Metro and State officials. Although the concept plan was broadly endorsed by City Council and Planning Commission, it was not adopted.

2010

City adopts Resolution endorsing Tanasbourne/AmberGlen Regional Center
In February 2010, the City of Hillsboro adopted a resolution endorsing Metro 2040 redesignation and reconfiguration of the Tanasbourne/AmberGlen Regional Center. Development capacity for the 687-acre area is estimated at over 30,000 residents and 23,000 jobs.

2010

City adopts AmberGlen Community Plan as an amendment to the Comprehensive Plan and Map
Adoption of the AmberGlen Community Plan in January 2010 established the policy framework required to amend land use regulations for higher intensities and densities, and to implement the vision established by the Concept Plan. The Community Plan provides a comprehensive guide for land use decisions necessary for transforming the area into a vibrant regional center 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 a model of urban sustainability.

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 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 & 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.

1980 - 1995

1996

1997

1998

1999

2000

2001

2002

2003

2004

2005

2006

2007

2008

2009

2010

2035



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. The Westside MAX line connecting Hillsboro to Portland opened in September, 1998.



2009

Metro adopts Regional High-Capacity Transit System Plan
On July 9, 2009 the Metro Council adopted the High Capacity Transit System Plan. The Plan identifies 16 potential high capacity transit corridors in four regional priority tiers, framework for future system expansion prioritization and proposed amendments to the Regional Transportation Plan. The 30-year Plan will guide investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the Portland metropolitan region.



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

TANASBOURNE | AMBERGLEN



FOCUS | Housing, Shopping and Employment



Magnolia Park



Rock Creek Trail



Quatama MAX Station



Bugatti's



Streets of Tanasbourne

Approximately 30,000 people will live in this regional center, and 23,000 people will work here



STATE OF THE CENTER:

Tanasbourne has evolved into a regional-scale, housing, retail and employment center close to regional employers and transportation facilities

State of the Centers Report
Metro, 2009

	Tanasbourne Town Center	Regional Center Average
Net Area	469	419
People/net acre	24	8
Dwelling Units/net acre	8	3
ULI businesses	97*	84

*April 2010 Update, City of Hillsboro

Estimated Development Capacity
City of Hillsboro, 2010

	Proposed Tanasbourne/AmberGlen Regional Center
Net Area	537
People/net acre	99
Dwelling Units/net acre	25
ULI businesses	not estimated

THE ASPIRATION:

Create a vibrant, regional activity center enlivened with high-quality pedestrian and environmental amenities, taking advantage of the region's light rail system



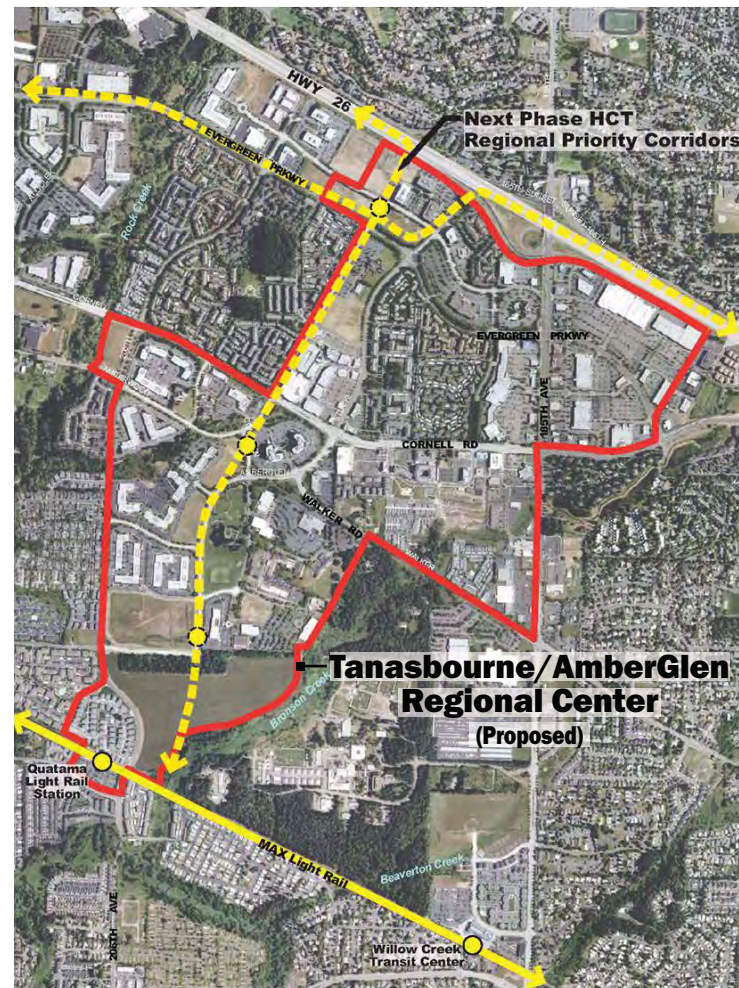
Tanasbourne/AmberGlen is an ideal location for more intensive mixed-use development close to major employers, Tanasbourne retail centers, and regional transportation facilities including the Westside Light Rail line and Highway 26.

GUIDING PRINCIPLES

- Urban/Green.** Mixed-use development sites are organized around a signature central park, natural corridors, habitat areas and developed open spaces. This urban green framework provides recreation amenities, enhances ecological functions, and fosters a strong connection to nature in the heart of an urban neighborhood.
- Connectivity.** Existing streets are incorporated into an urban grid to support walking, bicycling, and transit use while accommodating vehicles. In the envisioned urban mixed-use environment, a high proportion of trips people make are naturally by foot because home, work, shopping, recreation and transit can be conveniently made by bike or on foot.
- Third Places.** Places where people naturally gather are provided in parks, plazas and along streets at sidewalk-oriented, neighborhood-serving businesses.
- Market Flexibility.** A phased implementation approach supports and leverages existing development until the time that redevelopment becomes economically viable.
- Regional Landmark.** High-density residential and mixed-use development organized around a dramatic central park with access to shopping, transit and nature creates a landmark identity for a regional-scale district.
- Model Development.** The district will be a showcase for transforming suburban development, and for creating a compelling alternative for people seeking an urban lifestyle based on sustainable development practices.
- Economic Vitality.** Planned proximities to urban amenity businesses, open space and employment ensure that the price premiums required for high-density urban development forms are achievable.
- Create Catalyst at Outset.** Implementation targets strategic public investments to leverage widespread and sustained private investment with the Community Activity Center and Central Park serving as initial development catalysts.

Urban Amenity Businesses Tanasbourne/AmberGlen, 2010

Bakery	1
Bar	0
Bike Shop	0
Book Store	2
Brew Pub	0
Child Care	1
Cinema	1
Clothing Store	30
Coffee Shop	7
Deli	1
Dry Cleaner	3
Fast Food Restaurant	9
Fitness Gym	1
Full Service Restaurant	31
Garden Store	0
Grocery Store	4
Ltd Service Restaurant	10
Music Store	1
Wine Bar/Sales	1



Port Moody, B.C.



Vancouver B.C.



NEXT STEPS

2010 Tanasbourne | AmberGlen Regional-Center Designation

2010 Establish stakeholder Memorandums of Understanding

2010/11 Adopt zoning, design and sustainability standards & incentives

2010/11 Establish public funding mechanisms and potential urban renewal district

2011/12 Initiate Multi-Jurisdictional Interchange Refinement Plan

2011/12 Develop activity center catalyst project

2011/12 Tanasbourne Plan Area Update

2009 2010

2035



Tanasbourne | AmberGlen

A Vibrant, Transit-Supported, Regional-Scale Center



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



City of Cornelius Meets Town Center Expectations

Accessible to Tens of Thousands of People

Currently, the City of Cornelius is approximately two square miles (1,160 acres) in size. The Town Center is 280 acres in the 'center of town' accessible on foot to the 11,000 residents and 350 businesses of Cornelius.

Baseline and Adair Streets (State Highway 8) in Cornelius are the main east/west arterial and main street through the Town Center. This arterial averages approximately 40,000 vehicle trips a day between the 10th Avenue/Cornelius-Schefflin and 20th Avenue/Susbauer north/south county arterials.

A 'Retail Analysis & Business Development Program' was completed in 2003 with a grant from the Oregon Economic & Community Development Department. This analysis determined that within a five-mile business market radius of Cornelius' center there is a customer base of approximately 79,000 people.

Johnson Reid conducted An Economic Analysis and Long-term Urban Land Use Needs Assessment in 2009 which confirmed that market demand for economic and residential growth in Cornelius was above the regional average rate and that the business market reach was many tens of thousands of people.

Description of Center Density and Amenities

There are approximately 110 businesses and 2335 residents located within the 280 acre Town Center boundary. The following public and private investments generate activity in the center of Cornelius:

- ✓ City Hall, Fire & Police Facilities, Public Library, Post Office, Public School and two Public Parks,
- ✓ Central Cultural, the largest Hispanic community center in the region, and Virginia Garcia Medical Clinic serving County farm workers and the poor,
- ✓ Nine churches and over 55 publicly subsidized housing units are within the Town Center boundaries,
- ✓ Chamber of Commerce and Visitors' Center
- ✓ Private business amenities (Metro term) include Grande Foods, the largest Hispanic food market in Oregon, 3 banks, 3 medical offices, 5 small grocery markets, 2 bakeries, 2 taverns, 2 sports bars, 3 video stores, 4 clothing stores, 5 coffee shops, 4 delis, 5 fast food, multiplex cinema, 3 full service restaurants, two fitness gyms, 3 cell phone outlets, 6 hair salons, an internet café, multiplex cinema, print shop, decorations, dry cleaner, florist businesses, and music, book and wine sales in Fred Meyer and Grande Plaza.

- ✓ Multi-modal transportation includes a state highway main street with almost 40,000 vehicles per day, one of the busiest public bus lines in the region, bike lanes, sidewalks and shared parking and bike racks,

Mixed Use Zoning that Encourages Walking and Biking

Current zoning allows an average density of 26 residents per acre and 46 jobs per commercial acre. In total, there is capacity for an estimated 45 people (employees + residents) per acre within the Town Center area.

Almost all of the Center area is currently zoned for a mix of uses and includes specific districts that provide for unique mixes of use. The Town Center includes the following designations and zoning districts, listed from the center out:

1. Main Street Retail, MSR - Intensive Commercial Use, with incentives for upper story housing
2. Main Street Civic, MSC - Primary Civic/Institutional Uses
3. Main Street Mixed Use, MSM - Primary Mixed Uses (Commercial/Multi-Family Residential)
4. Main Street General Employment, MSG- Primary Mixed Uses (Commercial/Industrial)
5. Multi-Family, A-2; Single-Family, R-7- (incrementally being up-zoned)
6. Highway Commercial, C-2 - Primary Commercial Use
7. General Industrial, M-1 - Primary Industrial Use

Current pedestrian pathway use and improvements show Town Center level activity and connection. Example evidence of this is the score of over 80 "Very Walkable" on Google's America's Walk Score site.

Strategy of Actions and Investments to Enhance the Center.

1. \$22 m. Funding of Main Street Public Infrastructure Improvements from County, State, Federal Grants to encourage private development - 2000—10
2. Main Street Plan Revision and Design Overlay for Higher Densities and Pedestrian-Oriented Development - 2001
3. 35 Economic Development Strategies and Reinvigorated Chamber of Commerce - 2002
4. OECD funded Retail & Business Market Analysis - 2003
5. OECD funded Community Center & Library Facilities Plan - 2004
6. Transportation Systems Plan & Capital Improvement Program, including Bike & Pedestrian Pathways and Light Rail Transit - 2005
7. City Street Light Fee, Construction Excise Tax, and Gas Tax adopted to pay for pedestrian friendly street improvements and match grants - 2006-2009

8. Construction of pedestrian-oriented frontage improvements, with the help of property owner ROW donations, including 8-10 ft. sidewalks with benches and bike-rakes, crosswalks, bump-outs, street lights, on-street parking and signals - 2007-2010
9. Establishment of Economic Development Commission and Enterprise Zone for incentive based development
10. City Construction Excise Tax Incentive for Higher Density Development and Expansion of Pedestrian-friendly Design in Town Center
11. Urban Reserves and UGB expansion for economic development within 10 blocks of the Town Center - Pending 2010

Public Transit Service

Tri-Met Bus Route # 57 is one of the busiest in the region, with weekday ridership at 1220 passengers in 2003 along Adair and Baseline; Cornelius' significant transit dependent population and county-wide service centers for Hispanics make the bus stops in this Town Center the busiest on the line.

The underused rail line that crosses east/west the north half of the Town Center is owned by the Oregon Department of Transportation. Its east terminus is at the Hatfield Station in Hillsboro, the current last stop of Westside MAX. Future extension of the MAX Light-Rail line through Cornelius to Pacific University will be along this existing right-of-way.

Multi-modal Street System Plan that meets Regional Transportation Plan Connectivity Standards

Cornelius adopted a Transportation System Plan in 2005 as part of its State Periodic Review Work Program. This plan is in compliance with Metro's Regional Transportation Plan and promotes a system of multi-modal transportation improvements for pedestrians, bicycles, public transit, motor vehicles and system management.

In 2009, Cornelius adopted a new Parks Master Plan that includes incentives, guidance and coordination of trails and paths for pedestrian use.

Additional Considerations

How would a center change detract from or support other nearby centers to serve as the center of urban life and market area?

The Cornelius Town Center does not detract from the City of Forest Grove's Town Center or the City of Hillsboro's Regional Center. Forest Grove's Town Center is

supported by its downtown business core, Pacific University and the Highway 47 corridor (north/south). Hillsboro's Regional Center is supported by the Washington County and Hillsboro government center, the light rail corridor and its employment core.

The Cornelius Town Center serves as the urban focal point for its residents, businesses and a wider market drawn to its unique cultural flavor, services, resources, pace and sounds of life. Our base for support does not conflict with or detract from our neighbors existing centers. The Cornelius Center promises to add to the diversity of sustainable urban living in this region.

Are there multiple regional and town centers located within your jurisdiction, and how will you focus development efforts among them?

This is the City of Cornelius' one and only Urban Center. Designation of this Town Center is recognition that the area of Cornelius' Main Street District actually operates at the level of a Town Center now and is growing in density and market and social influence day by day.

Recognizing that zoning alone will not achieve the kind of vibrant and active centers envisioned by the 2040 Growth Concept, describe your jurisdiction's plans for promoting development through partnerships, incentives, investments and other actions.

Cornelius supports anchors of activity in each of the four directions that will frame and attract people to its Town Center. A new greener version of a Walmart supercenter just west of the Town Center joins the existing Fred Meyer supercenter just east of the Town Center. A large new industrial site is planned just north of the Center along Council Creek and a large sub-regional park is envisioned to the south along the Tualatin River next to a proposed high school. Partnerships in place to promote Cornelius Town Center development include:

1. Cornelius & Forest Grove Enterprise Zone
2. Active partnerships with private business organizations, including the Chamber of Commerce and Westside Economic Alliance
3. Business Oregon (OECDD) is partnering with Cornelius to develop a shovel-ready industrial site for international marketing
4. Comite' de Cornelius: Una Vision para una Comunidad Accesible
5. Cornelius, Forest Grove, Pacific University, P & W Railroad and Hillsboro - Light rail extension committee
6. Council Creek Regional Trail Coordinating Committee (Cornelius, Forest Grove, Banks, Hillsboro, Washington County)

7. CWS IGA - sanitary sewer and storm water management partnership to plan and manage future growth and capacity for service
8. Federal MTIP and Stimulus Funding with Local Match to construct pedestrian-oriented frontage improvements for 10 blocks of Baseline & Adair Streets that include 8-10 wide sidewalks, crosswalk bump-outs, street lights, street trees & furniture and on-street parking
9. Partnership with private property owners who donated right-of-way to assist with construction of public improvements
10. Active Economic Development, Parks, Planning, and Public Works Advisory Commission that promote sustainable urban development
11. Partners for Sustainable Washington County Community (PSWCC)
12. Constructive relationships with not-for-profit organizations, schools, business associations, neighborhood organizations, and other organizations, e.g., 3 partnership events hosted in our Town Center in a month: El Dia de Los Ninos (3,000 kids), a First Source Agreement with Wal-Mart, a Forum on Climate Change Impacts on the Lower Willamette Sub-basin

What kind of market analysis has your jurisdiction completed that indicates that development you plan will support the level of activity you envision for your center?

We submit that the center of Cornelius acts and has acted as a Town Center for some time. In 2002, an OECDD funded Retail Analysis & Business Development Program showed significant and growing demand within a 5 mile radius / 70,000 people market area. In 2009, a Johnson Reid Economic Analysis & Long Term Urban Land Needs Assessment confirmed significant unmet and future demand for business activity and development.

What the professional analyses do not show is a sudden market demand for 4-8 floor densities, but rather a gradual market intensity in centers that follows public incentives, private investment, increased values, public transit and overall improvement of a community's health, attractiveness and demand.

RM 5/10/10

City of Cornelius Town Center Area Existing Transportation & Zoning

