

Meeting: Metro Policy Advisory Committee (MPAC)

Date: Wednesday, October 13, 2010

Time: 5 to 7 p.m.

Place: Council Chambers

| 5 PM | 1. | | CALL TO ORDER | Charlotte Lehan, Vice Chair |
|---------|------------|---|---|-----------------------------|
| 5:02 PM | 2. | | SELF INTRODUCTIONS & COMMUNICATIONS | Charlotte Lehan, Vice Chair |
| 5:05 PM | 3. | | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | |
| 5:10 PM | 4. | * | Consideration of the MPAC Minutes for September 22, 2010 | |
| 5:15 PM | 5. | | COUNCIL UPDATE | |
| 5:20 PM | 6. | | ACTION ITEMS | |
| | | | Nomination and Appointment of MPAC Chair for the Remainder of 2010 – <u>DISCUSSION / ACTION</u> | |
| | 7. | | <u>RECOMMENDATIONS</u> | |
| E 00 DM | 7 4 | | | m 1p '1 |

5:30 PM 7.1 Community Investment Strategy: Addressing the Region's Large Lot Industrial Area Needs

- o Urban Growth Boundary expansions for large-lot uses
 - 1. Where does MPAC recommend that the Metro Council expand the UGB? Choices include:
 - 310 acres outside of Hillsboro (recommended by Metro's Chief Operating Officer)
 - 690 acres outside of Hillsboro (requested by City of Hillsboro)
 - 203 acres outside Cornelius (requested by City of Cornelius)
 - 367 acres outside of Forest Grove (requested by City of Forest Grove)
 - 117 acres outside of Tualatin (requested by City of Tualatin)
- Maintaining and protecting a supply of large industrial sites (proposed changes to Title 4 of the Urban Growth Management Functional Plan)
 - 1. Does MPAC recommend that the Metro Council adopt additional regulations to protect Regionally Significant Industrial Areas from conflicting uses such as schools?
 - 2. Does MPAC recommend that the Metro Council adopt a system to replenish the region's supply of large industrial sites?

Ted Reid Dick Benner John Williams

6:30 PM 7.2 * Updates to the 2040 Growth Concept Map – Recommendations on Map Changes:

- **Christina Deffebach**
- 1. Does MPAC recommend that Metro Council change the 2040 Growth Concept Map as recommended by the Chief Operating Officer to:
 - Relocate Happy Valley Town Center,
 - Change Main Street designation in Cornelius to a Town Center, and
 - Change Tanasbourne Town Center designation to Regional Center for the Amberglen/Tanasbourne area.

6:55 PM 8. **MPAC MEMBER COMMUNICATION**

7 PM 9. **ADJOURN**

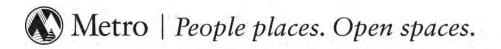
Charlotte Lehan, Vice Chair

- 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: <u>kelsey.newell@oregonmetro.gov</u>.

To check on closure or cancellations during inclement weather please call 503-797-1700x.



2010 MPAC Tentative Agendas

Tentative as of October 10, 2010

MPAC Meeting

October 13

- Public comment report on COO recommendation
- Addressing the region's large lot industrial area needs (discussion and preliminary recommendation):
 - Industrial and other employment areas (Urban Growth Management Functional Plan Title 4)
 - o Urban Growth Boundary expansions for industrial large lot needs
- Updates to the 2040 Growth Concept Map

MPAC Meeting

October 27

- Report from MPAC Title 11 Housing Subcommittee (discussion and preliminary recommendation)
- Addressing the region's residential needs where in the range should we plan for? (discussion and preliminary recommendation)
 - Residential range forecast and options to address residential capacity gap
 - Discussion of trade-offs and implications for community aspirations

MPAC Meeting

November 10

- Illustrating the role of public investment in stimulating private development
- Addressing the region's residential needs (discussion)
 - Discussion of potential urban growth boundary expansion areas and criteria for consideration
 - o Identify any desired residential urban growth boundary changes

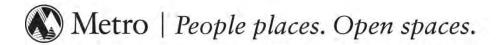
MPAC Meeting

November 17

- Recommendation to Council on Community Investment Strategy and Capacity Ordinance
 - Regional Framework Plan and Urban Growth Management Functional Plan changes
 - o 2040 Growth Concept map update
 - Strategies to address large lot industrial needs
 - o Strategies to address residential needs
- Urban Growth Management Functional Plan (discussion and preliminary recommendation)

MPAC Meeting

December 15



METRO POLICY ADVISORY COMMITTEE

September 22, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT AFFILIATION

Matt Berkow Multnomah County Citizen

Pat Campbell City of Vancouver

Jody Carson City of West Linn, representing Clackamas Co. Other Cities

Steve Clark TriMet Board of Directors
Nathalie Darcy Washington County Citizen

Dennis Doyle City of Beaverton, representing Washington Co. 2nd Largest City

Amanda Fritz City of Portland Council

Jack Hoffman City of Lake Oswego, representing Clackamas Co. Largest City

Carl Hosticka Metro Council

Dick Jones Clackamas County Special Districts
Charlotte Lehan, Vice Chair Clackamas County Commission

Robert Liberty Metro Council

Marilyn McWilliams Washington County Special Districts

Charlynn Newton City of North Plains, representing Washington Co. outside UGB

Rod Park Metro Council

Wilda Parks Clackamas County Citizen

Alice Norris City of Oregon City, representing Clackamas Co. 2nd Largest City

Judy Shiprack Multnomah County Commission

Mike Weatherby

City of Fairview, representing Multnomah County Other Cities

City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED AFFILIATION

Sam Adams City of Portland Council

Ken Allen Port of Portland

Shane Bemis City of Gresham, representing Multnomah Co. 2nd Largest City Keith Mays City of Sherwood, representing Washington Co. Other Cities

Steve Stuart Clark County, Washington Commission

Richard Whitman Oregon Department of Land Conservation & Development

ALTERNATES PRESENT AFFILIATION

Shirley Craddick City of Gresham, representing Multnomah Co. 2nd Largest City Jennifer Donnelly Oregon Department of Land Conservation & Development

STAFF:

Dick Benner, Alison Kean Campbell, Councilor Carlotta Collette, Dan Cooper, Chris Deffebach, Councilor Kathryn Harrington, Robin McArthur, Kelsey Newell, Sherry Oeser, Ken Ray, Randy Tucker, Sheena VanLeuven

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Vice Chair Charlotte Lehan declared a quorum and called the meeting to order at 5:11 p.m.

2. <u>SELF INTRODUCTIONS AND COMMUNICATIONS</u>

Audience and committee members introduced themselves.

Vice Chair Charlotte Lehan indicated that the committee will discuss how to proceed in light of the resignation of Mayor Shane Bemis as MPAC Chair at the October 13th meeting.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSIDERATION OF THE MPAC MINUTES FOR SEPTEMBER 8, 2010

<u>MOTION</u>: Mayor Alice Norris moved, and Ms. Wilda Parks seconded, to approve the MPAC minutes for September 8, 2010.

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

5. COUNCIL UPDATE

Metro Councilor Robert Liberty updated the Council on:

- Metro will host open houses in Hillsboro and Gresham for members of the public to weigh in on Metro COO Michael Jordan's recommendations and provide feedback to the Council. Briefings will also be held for local elected officials and planning commissioners on September 29 and 30; and
- The Metro Council unanimously approved an ordinance enacting a request from the City of Portland to change the Title 4 designation of some sites in the city's NW District that was mentioned at the previous meeting.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Linking Policies with Investments: Regional Framework Plan Recommendations

Ms. Sherry Oeser of Metro outlined the amendments propose by MPAC and MTAC to the Metro COO recommendations on policies in the Land Use Chapter of the Regional Framework Plan, and asked for preliminary recommendations from the committee to the Council. Ms. Oeser referred to the memo "Proposed Amendments to Regional Framework Plan" for each of the proposed amendments, which is included as part of the meeting record.

The committee gave preliminary recommendations on each of the five amendments recommended for further discussion including:

- Amendments to *Compact Urban Form*, sections 1.2.2 through 1.2.5 as recommended by the Homebuilders Association;
 - Preliminary recommendation: MPAC did not support this amendment, because it
 would dilute the effectiveness of investing in centers, corridors, station
 communities, and main streets in achieving the 2040 growth concept.
- Amendments to *Housing Choices and Opportunities*, section 1.3.1, as recommended by Multnomah County;
 - o Preliminary recommendation: support for this amendment with the following changes: "provide" be replaced with "that" and "including" be changed to "include"; a semicolon be added after "housing":
 - 1.3.1 That housing choices in the region include single family, multi-family, ownership and rental housing; and housing offered by the private, public and nonprofit sectors for households with incomes at or below 80, 50, and 30 percent of median family income.
- Amendments to *Housing Choices and Opportunities*, section 1.3.13, as recommended by Multnomah County;
 - There was no consensus among MPAC members on Multnomah County's proposed amendment to add investments in affordable housing as a strategy to reduce household transportation costs.
- Amendments to *Employment Choices and Opportunities*, section 1.4.5, as recommended by the City of Lake Oswego;
 - MPAC support staff's recommended language to amend Policy 1.4.5 to call out investing in brownfield sites and opposed the original proposed amendment to give brownfields the highest priority for investments.
- Amendments to *Employment Choices and Opportunities*, section 1.4.6, as recommended by TriMet and City of Lake Oswego;
 - Preliminary recommendation: approve language on "marketplace demand of traded sector industry clusters"; remove "Transit availability shall be a critical factor in determining which sites are included", because transit is unlikely to service an area when a site is undeveloped and the demand for transit does not yet exist there:
 - 1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient and geographically diverse supply of tracts 50 acres and larger to meet marketplace demand of traded sector industry clusters and that the region protects those sites from conversion to non-industrial uses and conversion into smaller lot sizes.
- The City of Portland request that item A2 be removed from the consent agenda and discussed by the committee;
 - O The committee did not arrive at a recommendation for this item. Discussion included whether the use of "equitably" in A6 already adequately encompasses the concept of equity in the document, whether adding "equitably" would in fact narrow the policy, and whether inserting "equitably" strengthens the emphasis on benefits to future residents.

- o Mr. Steve Clark recommended amending "current and future" to "all" in A2. The committee generally supported maintaining the existing language.
- Amendments recommended or not recommended for approval by consent.
 - o Preliminary recommendation: support for the staff recommendations.

6.2 Implementing Policies: Urban Growth Management Functional Plan Recommendations

Ms. Sherry Oeser outlined Metro COO and MTAC recommendations on revisions to the Urban Growth Management Functional Plan, specifically with regard to Title 8 on Compliance Procedures. She asked for feedback and preliminary recommendations for the committee on these revisions.

Committee discussion included:

- Potential implications of the recommended changes;
- Whether "citizen" should be changed to "person" in section 3.07.860;
- Support for MTAC's suggestion that JPACT and MPAC receive the annual compliance report;
- How the proposed changes to Title 8 would streamline the process to review compliance extension or exception requests;
- Whether the changes would make the compliance process more administrative and would limit citizens' or jurisdictions' ability to know about a compliance issue and bring it before the Metro Council; and
- General concern about how citizen involvement in the compliance process would be affected by the recommended changes.

6.3 Updates to the 2040 Growth Concept Map

The committee decided to return to this item at the October 13, 2010 MPAC meeting.

7. MPAC MEMBER COMMUNICATIONS

There were none.

8. ADJOURN

Vice Chair Charlotte Lehan adjourned the meeting at 7:12 p.m.

Respectfully submitted,

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 22, 2010: The following have been included as part of the official public record:

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|------------------|-------------|---|-----------------|
| 6.1 | Memo | 09/20/2010 | To: MPAC From: Sherry Oeser Re: Proposed Amendments to the RFP | 092210m-01 |
| 6.1 | Handout | 09/16/2010 | Exhibit A to Ordinance No. 10-1244 (Redline) | 092210m-02 |
| 6.2 | Handout | 09/22/2010 | Worksheet: UGMFP Recommendations | 092210m-03 |
| 6.2 | Handout | 09/2010 | Ordinance 10-1244: Exhibit I | 092210m-04 |
| 6.3 | Memo | 09/09/2010 | To: MTAC From: Chris Deffebach Re: Chief Operating Officer Recommendations: Center designation changes on the 2040 Growth Concept Map | 092210m-05 |
| | Letter | 09/21/2010 | Letter of Resignation of MPAC Chair | 092210m-06 |
| | Memo | 09/22/2010 | To: Metro Council, MPAC From: Office of Metro Attorney Re: Effect of Resignation by MPAC Chair | 092210m-07 |

MPAC Worksheet

| Agenda Item Title: UGB expansions for large-lot industrial uses | | | | | | |
|---|--|--|--|--|--|--|
| Presenter: Ted Reid, John Williams | | | | | | |
| Contact for this worksheet/presentation: Ted Reid | | | | | | |
| Council Liaison Sponsor: Carl Hosticka | | | | | | |
| | | | | | | |
| Purpose of this item (check no more than 2): Information Update Discussion x | | | | | | |

MPAC Target Meeting Date: October 13, 2010

Amount of time needed for:

Presentation ____5__ Discussion 25

Action

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

Metro staff seeks a preliminary MPAC recommendation to the Metro Council on where to expand the UGB to provide needed large-lot industrial employment capacity.

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

The 2009 UGR identified a 20-year need for 200 to 1,500 additional acres in large-lot configurations. Since the completion of the 2009 UGR, cities and counties in the region have not undertaken any efficiency measures to provide additional large-lot capacity inside the existing UGB. As a result, to address the capacity gap, the Metro Council must expand the UGB by 200 to 1,500 acres. Metro staff is seeking a preliminary recommendation to the Metro Council on where to expand the UGB.

Where does MPAC recommend that the Metro Council expand the UGB? Choices include:

- a) 310 acres outside of Hillsboro (recommended by Metro's Chief Operating Officer)
- b) 690 acres outside of Hillsboro (requested by City of Hillsboro)
- c) 203 acres outside Cornelius (requested by City of Cornelius)
- d) 367 acres outside of Forest Grove (requested by City of Forest Grove)
- e) 117 acres outside of Tualatin (requested by City of Tualatin)

Background and context:

- Traded-sector industries are critical to the region's economic health and to the creation of family-wage jobs. Some traded-sector industrial firms have niche needs for large sites.
- The 2009 urban growth report (UGR) assessed the capacity of the current urban growth boundary to accommodate large-lot industrial employment growth through the year 2030.
- In December 2009, the Metro Council, on MPAC's advice, accepted a final UGR that identified a need for an additional 200 to 1,500 acres in large-lot configurations.
- Since the completion of the 2009 UGR, no efficiency measures have been taken by cities or counties to provide additional large-lot capacity inside the existing UGB.
- In December 2010, the Metro Council will consider where to expand the UGB to address the large-lot capacity gap identified in the 2009 UGR.
- Metro's Chief Operating Officer (COO) has proposed that the Metro Council expand the UGB to add 310 acres north of Hillsboro.
- In recent weeks, four cities in the region have also requested UGB expansions to add large-lot industrial areas. Metro has received requests from Tualatin, Forest Grove, Cornelius, and Hillsboro (for a larger area than the 310 acres proposed by Metro's COO).

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

Metro's COO has issued a recommendation that the Metro Council expand the UGB to add 310 acres north of Hillsboro. Four cities have requested UGB expansions to add large-lot industrial land.

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

Oct. 6, 2010 memo from Ted Reid with maps of five possible UGB expansion areas.

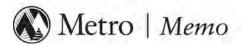
What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and

Council as appropriate):

November 2, 2010: Metro Council work session November 17, 2010: MPAC final recommendations

November 29, 2010: Metro Council hearing December 2, 2010: Metro Council hearing December 9, 2010: Metro Council hearing December 16, 2010: Metro Council decision

600 NE Grand Ave. Portland, OR 97232-2736 503-797-1700 503-797-1804 TDD 503-797-1797 fax



Date: October 6, 2010

To: MPAC

From: Ted Reid

Re: UGB expansions for large-lot industrial uses

Background:

Traded-sector industries are critical to the region's economic health and to the creation of family-wage jobs. Some traded-sector industrial firms have niche needs for large sites. The 2009 urban growth report (UGR) assessed the capacity of the current urban growth boundary to accommodate large-lot industrial employment growth through the year 2030. In December 2009, the Metro Council, on MPAC's advice, accepted a final UGR that identified a need for an additional 200 to 1,500 acres in large-lot configurations. Since the completion of the 2009 UGR, no efficiency measures have been taken by cities or counties to provide additional large-lot capacity inside the existing UGB. Consequently, the capacity gap will need to be addressed through an expansion of the UGB.

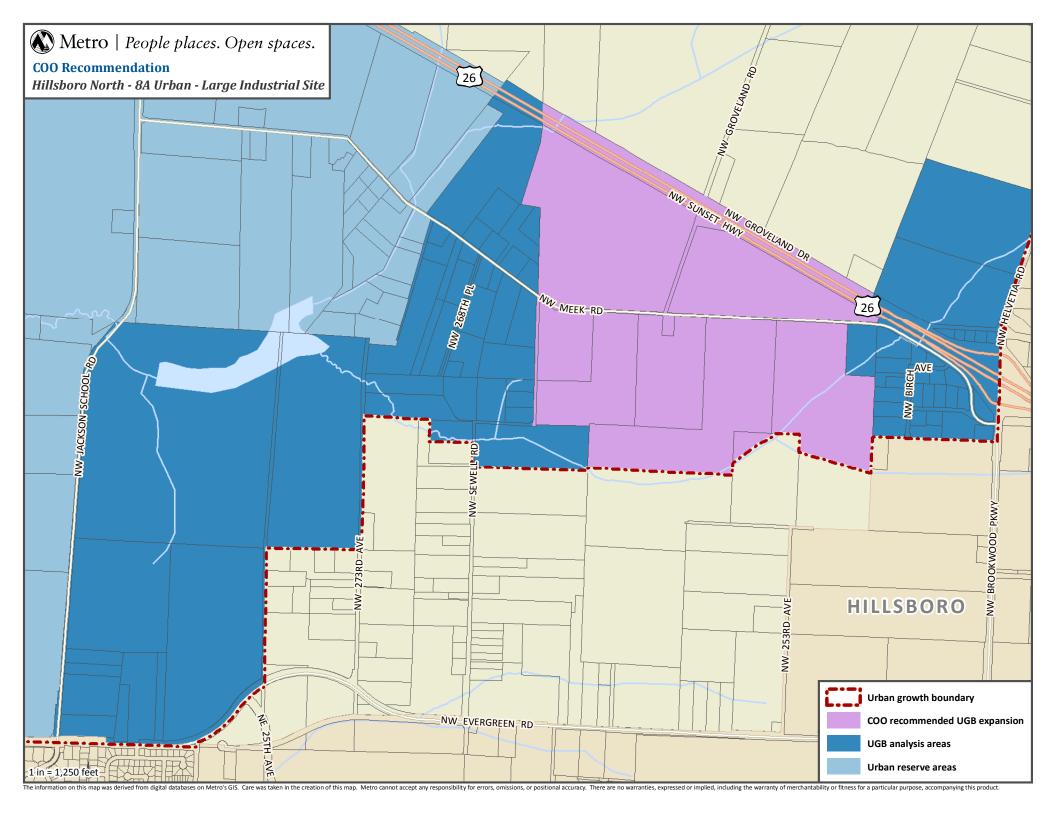
In December 2010, the Metro Council will consider where to expand the UGB to address the large-lot capacity gap identified in the 2009 UGR. Metro's Chief Operating Officer (COO) has proposed that the Metro Council expand the UGB to add 310 acres north of Hillsboro. In recent weeks, four cities in the region have also requested UGB expansions to add large-lot industrial areas. Metro has received requests from Tualatin, Forest Grove, Cornelius, and Hillsboro (for a larger area than the 310 acres proposed by Metro's COO).

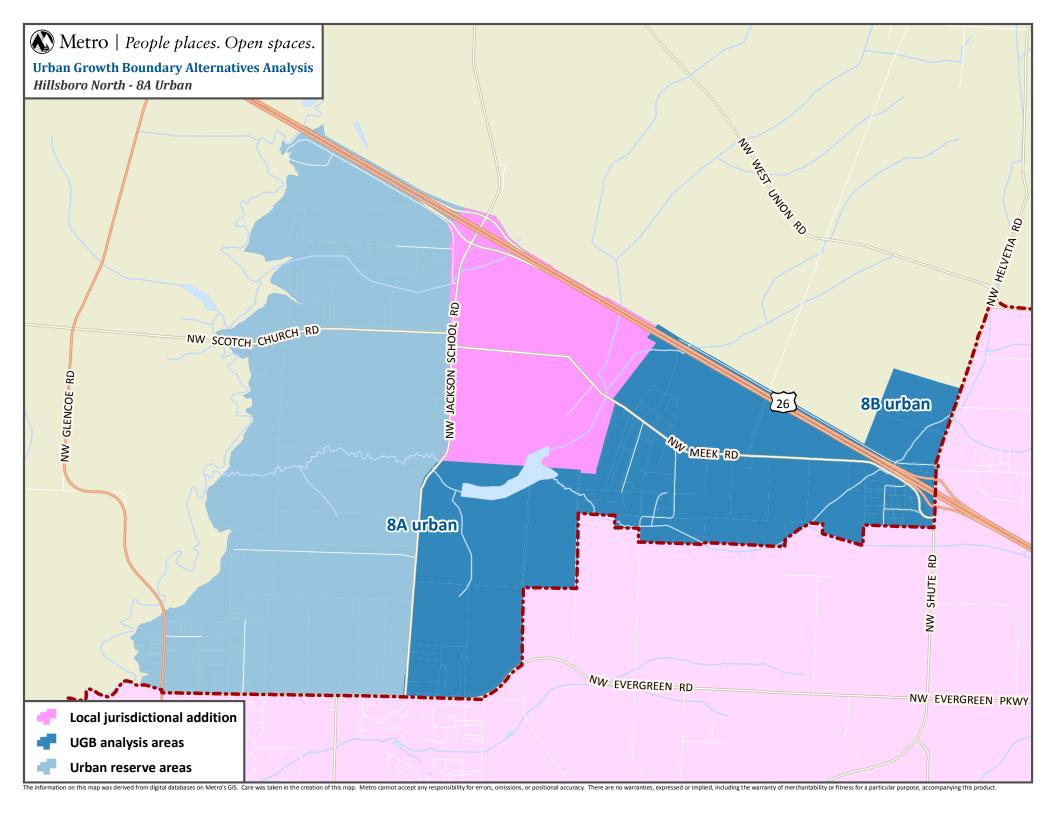
Questions for MPAC:

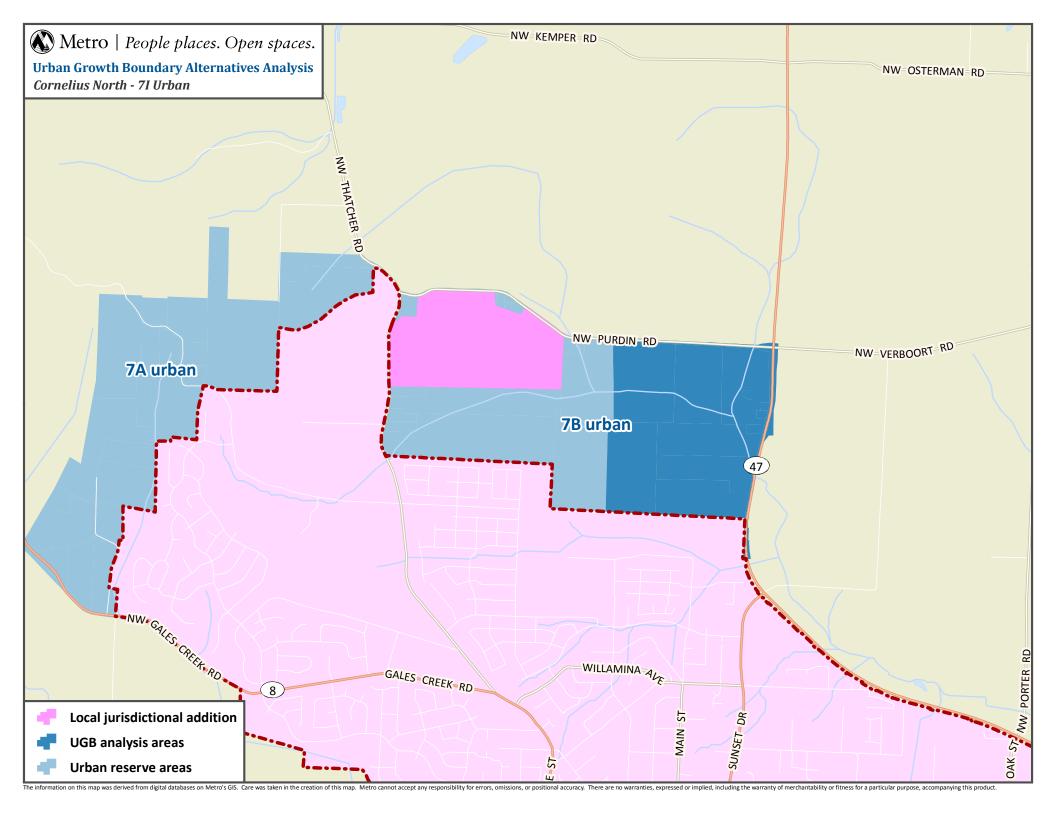
Metro staff is seeking a preliminary recommendation from MPAC to the Metro Council on where to expand the UGB to address the large-lot industrial gap identified in the 2009 UGR. Maps of the COO recommendation as well as the UGB expansion areas requested by four cities are attached for your consideration.

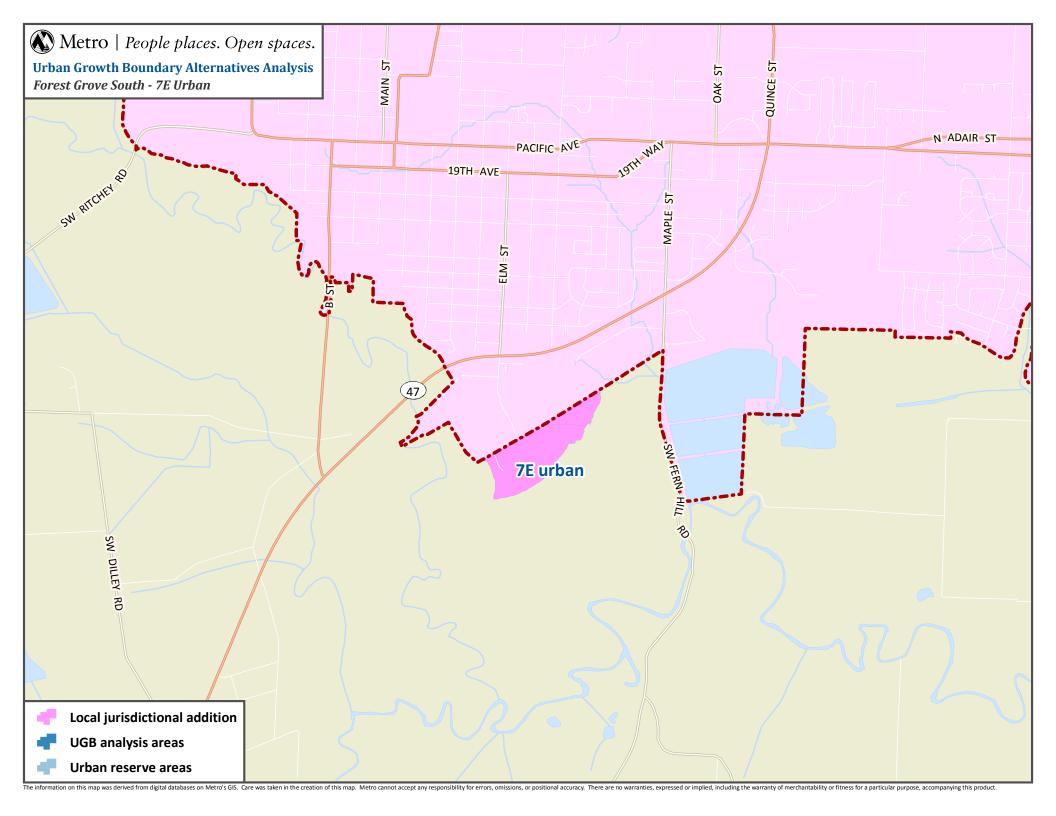
Where does MPAC recommend that the Metro Council expand the UGB? Choices include:

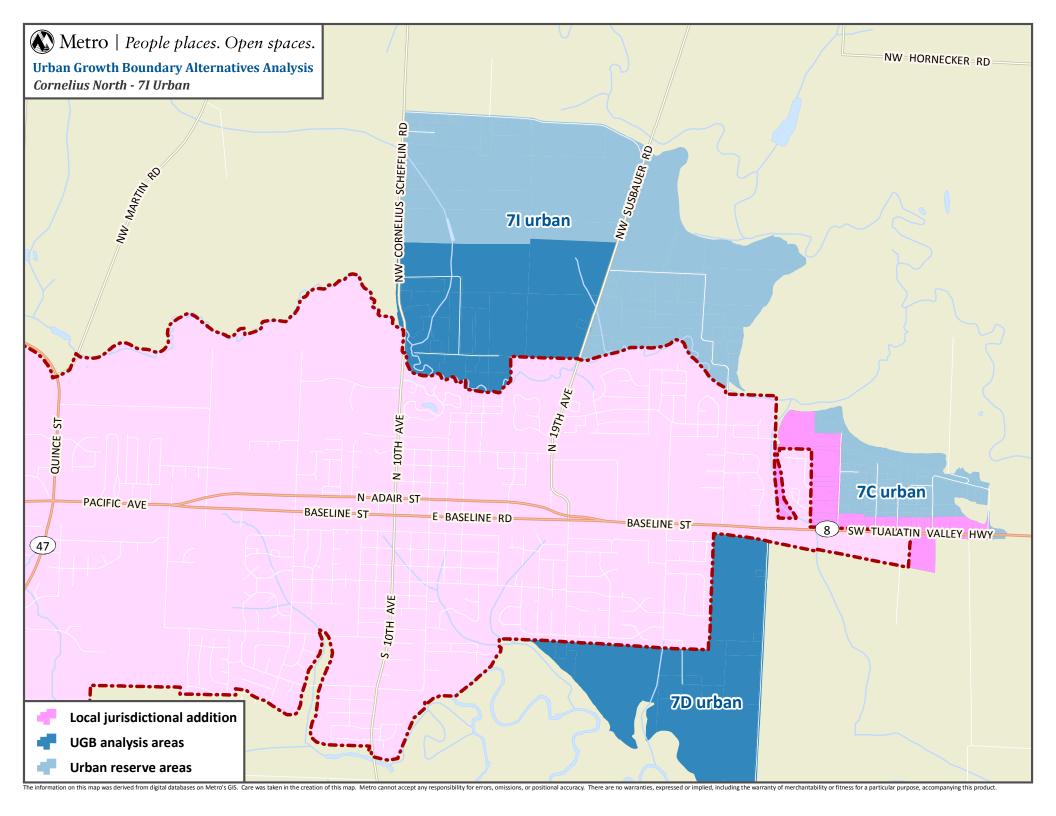
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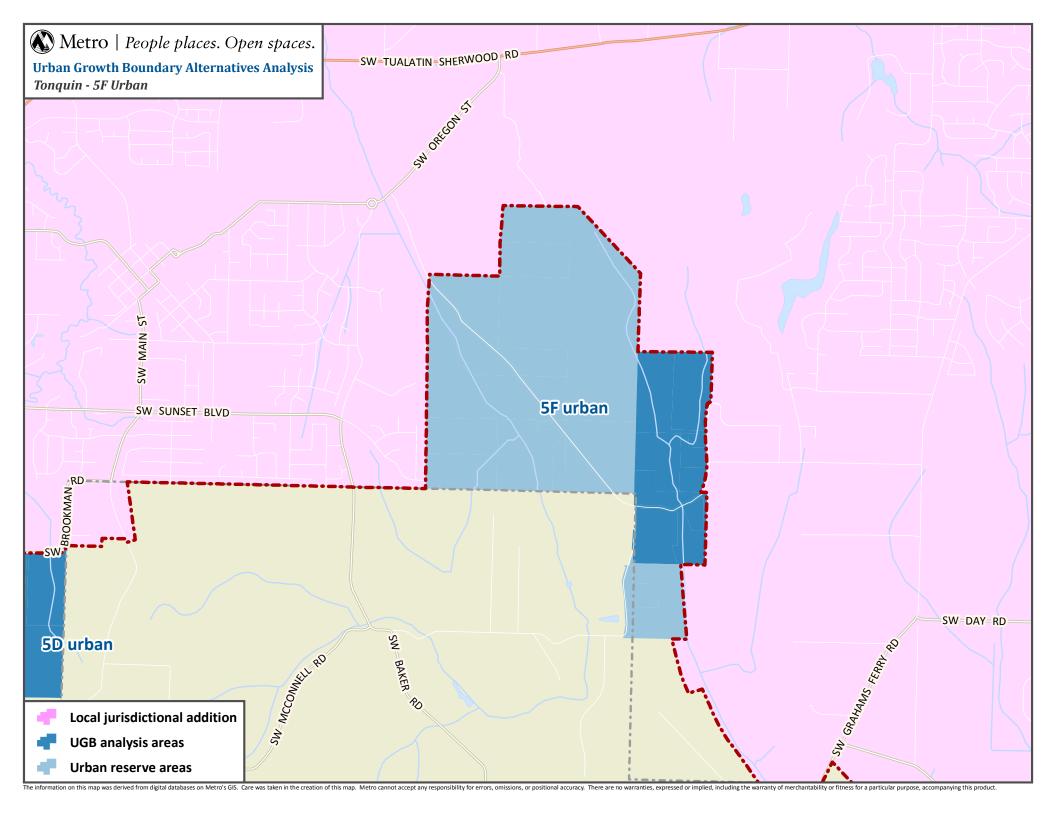












MPAC Worksheet

| Agenda Item Title Maintaining and protecting a supply of large industrial sites (proposed changes to Title 4 of the Urban Growth Management Functional Plan) | | | | | | | | |
|---|--|--|--|--|--|--|--|--|
| Presenter: Ted Reid, Dick Benner | | | | | | | | |
| Contact for this worksheet/presentation: Ted Reid | | | | | | | | |
| Council Liaison Sponsor: Carl Hosticka | | | | | | | | |
| Purpose of this item (check no more than 2): Information Update Discussionx Actionx | | | | | | | | |
| MPAC Target Meeting Date: October 13, 2010 | | | | | | | | |
| Amount of time needed for: | | | | | | | | |
| Presentation5 | | | | | | | | |

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

- MPAC discussion of recommended changes to Title 4.
- Preliminary MPAC recommendations to the Metro Council on changes to Title 4.

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

- 1. Does MPAC recommend that the Metro Council adopt additional regulations to protect Regionally Significant Industrial Areas from conflicting uses such as schools?
- 2. Does MPAC recommend that the Metro Council adopt a system to replenish the region's supply of large industrial sites?

Background and context:

Discussion 25

To support the creation of family-wage jobs, Metro's Chief Operating Officer (COO) has proposed that the Metro Council consider adopting changes to Titles 4 (Industrial and Other Employment Areas) and 14 (Urban Growth Boundary) of the Urban Growth Management Functional Plan. Those changes would apply additional protections to Regionally Significant Industrial Areas and implement a large-industrial-site replenishment system. These proposals emerged from the MPAC employment subcommittee that met during the winter and spring of 2010.

The policy basis for the replenishment system is described in proposed changes to the Regional Framework Plan and would be implemented through proposed changes to Titles 4 (Industrial and

Other Employment Areas) and 14 (Urban Growth Boundary) of the Urban Growth Management Functional Plan.

The Metro Council will consider these and other proposed Framework and Functional Plan amendments in December 2010. Metro staff requests MPAC's preliminary recommendations on the proposal to protect and maintain a supply of large industrial sites. Please refer to Appendix 5 from the August 2010 Growth Management Assessment (included in packet) for a summary of the proposal.

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

Metro's COO has issued a recommendation that the Metro Council adopt changes to Titles 4 and 14 of the Urban Growth Management Functional Plan.

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

Appendix 5 of the August 10, 2010 recommendation of Metro's Chief Operating Officer.

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

November 2, 2010: Metro Council work session

November 17, 2010: MPAC final recommendations

November 29, 2010: Metro Council hearing

December 2, 2010: Metro Council hearing December 9, 2010: Metro Council hearing

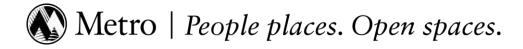
December 16, 2010: Metro Council decision

www.oregon**metro.gov**

Appendix 5:

Focus on jobs – maintaining a competitive supply of large sites for industrial uses

August 2010



About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy

Metro representatives

Metro Council President - David Bragdon

Metro Councilors – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor - Suzanne Flynn

Metro

600 NE Grand Ave. Portland, OR 97232 503-797-1800

www.oregonmetro.gov

PURPOSE

Local traded-sector industrial firms such as Intel, Precision Castparts, Boeing, and SolarWorld provide residents with family-wage jobs and bring wealth into the Metro region by selling products to consumers worldwide. These types of firms also have multiplier effects in the region's economy, indirectly creating jobs in other sectors. When deciding where to locate, large industrial firms often consider multiple regions¹. Having a supply of developable sites available in the Metro region is a basic requirement for remaining competitive in a global economy.

PROPOSAL

It is proposed that the region adopt a performance-based system that maintains a competitive supply of large sites inside the urban growth boundary (UGB) for traded-sector industrial jobs. The Metro Policy Advisory Committee proposed a large-site replenishment mechanism to achieve this purpose. This system would ensure that an additional large site is made available for every large site that is developed. Maintaining a competitive supply would be achieved through:

- Brownfield cleanup
- Focused investments to ensure that sites are developable
- Tax lot assembly
- Regulatory protection of industrial sites from conflicting uses
- Strategic UGB expansions

Implementing legislation

If the Metro Council supports the creation of a replenishment system, the policy would be described in the Regional Framework Plan and would be implemented through Titles 4 (Industrial and Other Employment Areas) and 14 (Urban Growth Boundary) of the Urban Growth Management Functional Plan.

To achieve the purposes of the replenishment mechanism, regulations that protect the region's supply of large industrial sites from non-industrial uses will be essential. The region should also focus investments in a way that supports development on industrial lands, including the cleanup and reuse of contaminated sites.

¹ Frequently-mentioned competitors include Albuquerque, Austin, and Salt Lake City

Baseline inventory of large sites for monitoring

Metro has compiled a draft inventory of large, vacant industrial and employment sites inside the UGB (attached to this appendix). For the purpose of the inventory, the following criteria were used to identify large sites:

- The site must be large the site must have one or more adjacent tax lots in common ownership that comprise at least 50 gross acres.
- The site must be mostly vacant the site must be vacant or have minimal improvements. An exception is made for large sites that have been added to the UGB to meet industrial needs, but that had existing improvements at the time of the expansion (this is likely to be the case with future UGB expansions as well).
- The site must be intended for industrial or employment uses the site must be designated under Title 4 of the Urban Growth Management Functional Plan (Industrial and Other Employment Lands)² or have industrial zoning. These designations help to protect the site from conflicting uses and division into smaller sites.
- <u>The site must be developable</u> less than 25 percent of the site must be covered with slopes of 10 percent or greater.

Local planning staff had the opportunity to review the draft inventory for accuracy. If the Metro Council implements a large-site replenishment mechanism, a final large-site inventory would be adopted by an order of Metro's Chief Operating Officer after the adoption of the December 2010 Capacity Ordinance. The final inventory would include any large sites added to the UGB as part of the 2010 growth management decision. The final inventory of large sites would establish the target number of large sites to maintain inside the UGB through the year 2014 (the year that a new urban growth report analysis will be conducted)³.

Large-site replenishment

With a replenishment mechanism, if a large site in the inventory gets developed or if a portion of a large site gets developed, leaving fewer than 50 vacant acres, one additional large site would be

² Title 4 is intended to protect the region's supply of industrial lands from conflicting uses.

³ The replenishment mechanism would be suspended during any year that a new Urban Growth Report Analysis is being conducted (e.g., 2014 and 2019).

made available in the UGB⁴ within one year. The trigger for the mechanism would be that the jurisdiction responsible for planning the area notifies Metro that construction has begun⁵.

To satisfy state law, Metro, in coordination with cities and counties in the region, would first seek to identify measures that make an additional large site inside the UGB available for industrial use. Examples of efficiency measures include tax lot assembly or brownfield cleanup. If no efficiency measures are in place, a Major UGB Amendment process would be completed within a year of the initial notice that a large site had developed. The UGB expansion would occur in adopted urban reserve areas. Advance completion of concept planning for potential expansion areas would facilitate the decision of which site to bring into the UGB. A proposed fast-track UGB expansion mechanism could be used to expedite this process.

Cyclical reassessment of large site supply and demand

Regional large-site demand and supply would be reassessed in the 2014 UGR, which would be the basis for a growth management decision in 2015. The supply of large sites that results from those decisions would be the new target inventory inside the UGB to maintain through 2020. The large-site replenishment process would again be used in those intervening years to maintain a competitive supply within the UGB.

Protection of large sites

In order to maintain a competitive supply of large sites, it is also necessary to protect sites from conflicting uses and division into smaller sites. All applicable Title 4 and zoning protections would continue to protect large sites. It is proposed that Title 4 include additional protections including the prohibition of new schools, parks, and places of assembly on Regionally Significant Industrial Areas. It is also proposed that Title 4 would prohibit division of a lot or parcel smaller than 50 acres that is part of an inventoried large site.

⁴ The replacement large site would not necessarily be provided in the same jurisdiction or submarket area as the site that gets developed. This is because Metro is obligated first to attempt to identify measures that would make more efficient use of land inside the UGB. Given Metro's charge to plan for regional growth, these efficiency measures may take place in any jurisdiction in the Metro UGB. Likewise, some cities in the region are landlocked—an expansion of the UGB cannot provide a replacement large site.

⁵ Jurisdictions would also, at an earlier date, notify Metro that land use approvals have been granted for a large site, allowing additional time to identify a replacement site in case construction proceeds. The one year period would, however begin upon notification that construction has begun.

⁶ UGB expansions will not necessarily be able to provide a large site with all tax lots in common ownership. If a tax lot assembly strategy is not already described in concept plans, such expansions should include a condition that the city responsible for planning is required to adopt a strategy for tax lot assembly. UGB expansions will also not necessarily be able to provide sites that are completely vacant. Regardless of ownership patterns or development status at the time of UGB expansion, it is proposed that any area added to the UGB under this replenishment mechanism should be included in a revised large-site inventory. Tax lot assembly needs or development status would be noted in the inventory to assist policy makers in identifying strategies for making sites development ready.

SHARED RESPONSIBILITIES

This proposed replenishment concept will not work without collaboration between Metro and local governments.

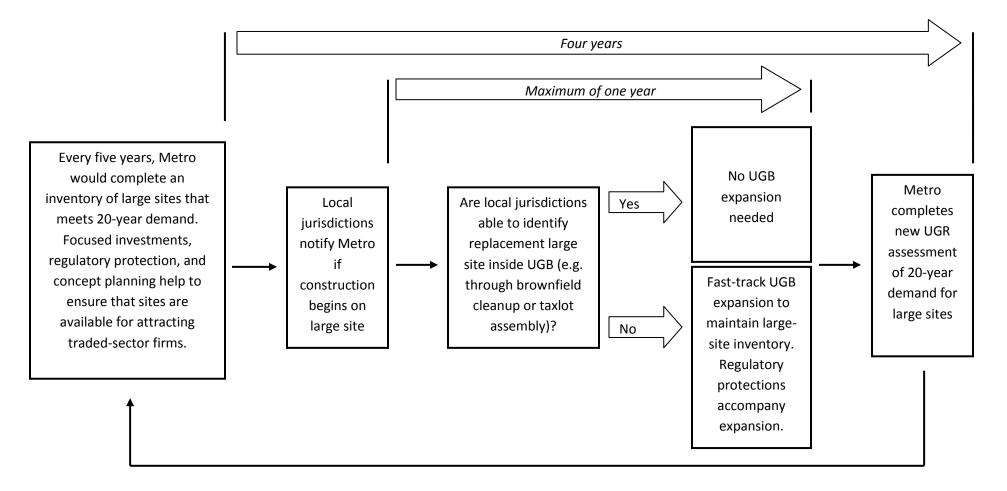
Responsibilities of Metro

- Convene regional leaders from the public and private sectors to identify critical public investment gaps and recommend methods to fill those gaps, including:
 - Make the most of existing development finance tools and identify new tools to support our communities
 - Focus regional resources on specific priority investments to catalyze private investment
- Ensure that regulatory protections of industrial lands are enforced by cities and counties
- Maintain inventory map of large industrial sites
- Reassess adequacy of large-site inventory as economic conditions evolve (as part of the UGR, every five years)
- Make strategic UGB expansions when needed

Responsibilities of local governments

- Participate in a Community Investment Strategy to make large sites developable
- Enforce regulatory protections of industrial lands
- Pursue brownfield cleanup and tax lot assembly opportunities
- Notify Metro when an inventoried large site is developed
- Complete concept planning before UGB expansions are made

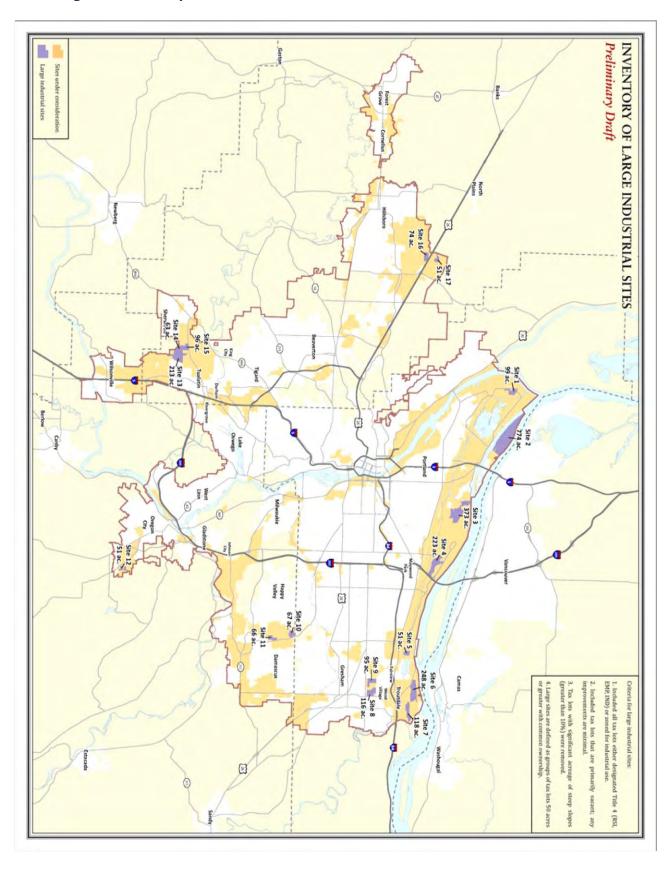
Large-site replenishment concept



Ongoing regional and local work

- Monitor large-site inventory
- Focus investments to help make sites development-ready
- Require concept planning for UGB expansion areas
- Pursue tax lot assembly and brownfield cleanup to provide additional large sites inside the UGB

Draft large-site inventory



MPAC Worksheet

| Agenda Item Title: Chi Growth Concept Map | ef Operating Officers recommendations: Center Designation Changes on the 2040 | | | | | | | | | |
|---|---|--|--|--|--|--|--|--|---|-------------------------|
| Presenter: Chris Deffebach, Tim O'Brien Contact for this worksheet/presentation: Chris Deffebach Council Liaison Sponsor: | | | | | | | | | | |
| | | | | | | | | | Purpose of this item Information Update Discussion Action | (check no more than 2): |
| | | | | | | | | | C | |

Purpose/Objective

• To solicit preliminary recommendations, including potential amendments, on the Chief Operating Officer's recommendations to change center designations as requested by local jurisdictions.

Action Requested/Outcome

- Preliminary recommendation to Metro Council on whether or not to make the following changes to the 2040 Growth Concept Map:
 - Relocate Happy Valley Town Center
 - Change Main Street designation in Cornelius to a Town Center
 - Change Tanasbourne Town Center designation to Regional Center for the Amberglen/Tanasbourne area
- Preview the proposed updates to the 2040 Growth Concept Map that align it with new high capacity transit lines and other changes in the Regional Transportation Plan.

Background and context:

The 2040 Growth Concept Map illustrates the future growth management vision for the region and is adopted by ordinance by the Metro Council. Designated centers, corridors and employment areas on the map are the target of focused planning and investments. Changes to centers on this map must be consistent with Metro policies and are subject to Council approval.

In the process of updating their plans and aspirations, three local jurisdictions have identified changes in the map that would better align their plans with the regional vision and have submitted requests for changes to Metro.

In his recommendations, the COO endorsed the aspirations of Hillsboro, Happy Valley and Cornelius by recommending approval of the center designation changes they've requested, in partnership with a commitment from those communities to take complementary policy and investment actions. Further, in order to develop as successful, vibrant centers, the COO advises that, if Council approves these changes, the Council should be explicit in its expectations for local actions as each center will require additional investments and actions, including:

- Additional development and intensity in Happy Valley Town Center necessary to support transit service, mixed income housing, public spaces, and employment.
- Continued and more diverse public, private and non-profit partnerships to supplement the limited resources in Cornelius to help develop their downtown as a 2040 Town Center.
- New implementation strategies in Hillsboro's Amberglen/Tanasbourne area that will support the provision of mixed income housing, densities necessary to support future high capacity transit, and achieve Non-Single Occupant Vehicle targets as well as bring the existing development up to the mixed use and multi-modal standards envisioned for a Regional Center.

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

MPAC had a presentation on the proposed changes, how they reflected the local aspirations in each community and their consistency with Metro policies on centers on June 23, 2010. On August 12, 2010 Chief Operating Officer Michael Jordan presented his recommendations for the Community Investment Strategy to MPAC which included recommendations for support of these changes. MPAC received copies of the recommendations, which were included in the summary report, the full report and Appendix six of the full report. The jurisdiction requests are available on file at Metro.

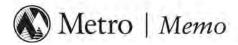
MTAC had similar background presentations in the spring of 2010 and discussed the COO recommendations at their meeting on September 15, 2010.

What packet material do you plan to include?

- Excerpts from the COO recommendations relating to the centers designation changes.
- Comments from MTAC at their September 15, 2010 discussion.

What is the schedule for future consideration of item

- September 22, 2010 -- Discussion and preliminary recommendations
- October 13, 2010 Review of any proposed amendments submitted by MPAC members
- November 17, 2010 Recommendation to Council on COO recommendations



Date: September 16, 2010

To: MPAC

From: Chris Deffebach

Subject: MTAC recommendations to MPAC on Chief Operating Officer's

recommendations for center designation changes on the 2040 Growth Concept

Map

On August 11, 2010 Chief Operating Officer Michael Jordan presented his recommendations for the Community Investment Strategy to MPAC. Included in these was his support for changes to centers designations on the 2040 Growth Concept Map as requested by local jurisdictions. These requested changes would:

- Relocate Happy Valley Town Center
- Change Main Street designation in Cornelius to a Town Center
- Change Tanasbourne Town Center designation to Regional Center for the Amberglen/Tanasbourne area.

The 2040 Growth Concept Map illustrates the future growth management vision for the region and is adopted by ordinance by the Metro Council. Designated centers, corridors and employment areas on the map are the target of focused planning and investments. Changes to centers on this map must be consistent with Metro policies and are subject to Council approval.

MTAC discussed the COO recommendation to change these centers designations at their meeting on September 15, 2010. This memo summarizes their recommendations and comments to you for your consideration in developing your preliminary recommendations to Metro Council on September 22, 2010. This memo is in addition to the MPAC worksheet and background materials you have already received in your packet.

In his recommendations, the COO endorsed the aspirations of Hillsboro, Happy Valley and Cornelius by recommending approval of the center designation changes they've requested, in partnership with a commitment from those communities to take complementary policy and investment actions. Further, in order to develop as successful, vibrant centers, the COO advises that, if Council approves these changes, the Council should be explicit in its expectations for local actions as each center will require additional investments and actions, including:

• Additional development and intensity in Happy Valley Town Center necessary to support transit service, mixed income housing, public spaces, and employment.

- Continued and more diverse public, private and non-profit partnerships to supplement the limited resources in Cornelius to help develop their downtown as a 2040 Town Center.
- New implementation strategies in Hillsboro's Amberglen/Tanasbourne area that will support the provision of mixed income housing, densities necessary to support future high capacity transit, and achieve Non-Single Occupant Vehicle targets as well as bring the existing development up to the mixed use and multi-modal standards envisioned for a Regional Center.

MTAC recommended support to you for changes to all three of the centers requests. In their comments, they noted important points for your consideration at this time and for potential requests for changes in the future. In summary, these are:

- Recommend that Metro Council offer incentives and disincentives to encourage local commitments that will be needed to further the development of these areas as successful and vibrant centers, recognizing limited financial resources.
- Recommend that Metro Council consider center performance and regional equity when making regional investments in these centers.
- Recommend that Metro Council track performance in these centers and look beyond jobs and housing numbers and into factors that affect the quality and multi-modal access, such as walkability scores.

Local jurisdictions presented their request for changes in the centers designation to MTAC and MPAC in June 2010. Staff reviewed Metro's policies on centers and the process for requesting changes to the 2040 Growth Concept Map to MTAC and MPAC.

MPAC is scheduled to present their preliminary comments and recommendations at the meeting on September 22nd. If needed, MPAC can continue discussion at their October 13, 2010 meeting to be prepared for a MPAC recommendation to Council on COO recommendations on November 17, 2010.

In addition to the centers changes, Exhibit O of the COO recommendations includes updates to the 2040 Growth Concept Map to reflect the recent high capacity transit investments, Regional Transportation Plan investments, changes to Vancouver and Clark County Plans and other updates. In addition to identifying the urban growth boundary location, the 2040 Map now also reflects the urban and rural reserve locations. MTAC reviewed the map and will help staff refine these details. MPAC recommendation to Metro Council on the updated Growth Concept Map will be included as part of the 2010 Capacity Ordinance.

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June 28, 2010

METRO Attn: Christina Deffebach 600 NE Grand Ave. Portland, OR 97232

Dear Chris,

Thank you for your letter of April 12, 2010 outlining questions providing guidance to local jurisdiction requests for changes to Town Centers.

Please see the inserted responses to the questions, below. If you should have any further questions, or require additional information, feel free to contact me directly at 503-783-3839 or write to michaelw@ci.happy –valley.or.us.

Sincerely,

Michael D. Walter, AICP

Economic & Community Development Director

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).

RESPONSE: Existing, outdated and inadequate Town Center designation that contains no commercial zoning to a new, relocated Town Center designation.

 Describe why your jurisdiction is requesting this change, including how the change fits into your comprehensive plans and aspirations for the center.

RESPONSE: The City aspires to the future development of at least a 14-hour community within the geographic area envisioned within the proposed Town Center. The planned change includes updating and re-envisioning of portions of the "Rock Creek Comprehensive Plan" to better match the integrated land use and transportation plan provided to the east, south and north ("East Happy Valley Comprehensive Plan"). This aspiration (at least a 14-hour community) is very unlikely to ever occur with the existing Town Center designation area, which includes a small geographic area centered around a collector road (King Road) that is primarily bordered by detached single-family residences, a fire station, a police station, three churches and a combined elementary/middle school – but no commercial zoning.

• In your own words, describe how this new center will perform and how it will be different from what exists today.

RESPONSE: The existing (and future) Town Center will perform more and more like a 14-hour community. The existing Town Center has very little of the characteristics associated with a "Town Center" and performs more like an "8-hour" community.

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 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

RESPONSE: Between the current population of the City of Happy Valley (12,000+) and the residents of nearby unincorporated Clackamas County and the City of Damascus, the proposed Town Center will be accessible to "tens of thousands" of people. The area is/will be zoned for a mix of uses that will make the center walkable – including a variety of commercial, employment, institutional and residential zones. The city has adopted a strategy of actions and investments to enhance the proposed Town Center area, including (in conjunction with Clackamas County) the development of two major arterials (Sunnyside Road and 172nd Ave.) and a major sewer trunk line (the Rock Creek Interceptor). The area is currently served by public transit to 162nd Ave. – as future development occurs within the proposed Town Center area, extended public transit service will occur. Finally, the City's Transportation System Plan (TSP) requires a multi-modal street system, major components of which have been recently constructed, that meet or exceed 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?

RESPONSE: The proposed Town Center would not detract from either the Clackamas Regional Center several miles to the west — which is anchored by uses as large and varied as the Clackamas Town Center Mall and Clackamas Promenade Shopping Center. The proposed Town Center has already begun to function as such — with the construction of the Happy Valley Town Center commercial shopping center, City Hall, three-story Providence Medical Office Building and 228-unit Hawks Ridge apartment complex. The proposed Town Center designation will validate these existing uses, as well as support future commercial, employment and residential uses of a variety of uses — primarily to the east, extending to serve the western portion of the City of Damascus.

• If there are multiple regional and town centers located within your jurisdiction, describe how you will prioritize and focus development efforts among them.

RESPONSE: There is only a single town center located within the City of Happy Valley.

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.

RESPONSE: The city currently maintains relations and "partnerships" with local business groups (Happy Valley Business Alliance, North Clackamas Chamber of Commerce); local property owners/business operators (Providence, Gramor, etc.); provides incentives such as expedited Design Review; and, provides investment through completion of major infrastructure project s in conjunction with Clackamas County DTD (172nd Ave., Sunnyside Road) and Clackamas County WES (Rock Creek Interceptor Sewer Trunk Line).

 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. RESPONSE: The city is currently working on the development of an Economic Opportunities Analysis and Implementation Strategy for commercial, employment and industrial areas within the existing city limits and nearby areas located within unincorporated Clackamas County.

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 10^{th} Avenue/Cornelius-Schefflin and 20^{th} 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, five small grocery markets, 2 bakeries, 2 taverns, 2 sports bars, 3 video stores, 4 clothing stores, 5 coffee shops, 4 delis, 5 fast food and 3 full service restaurants, two fitness gyms, 3 cell phone outlets, 6 hair salons, an internet café, metal art, 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. OECDD funded Retail & Business Market Analysis 2003
- 5. OECDD 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 shovelready 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)

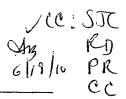
- 7. CWS IGA sanitary sewer and storm water management partnership to plan and manage future growth and capacity for service
- 8. Federal MTIP and Stimulus Funding with Local Match to construct pedestrian-oriented frontage improvements for 10 blocks of Baseline & Adair Streets that include 8-10 wide 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





COPY

June 18, 2010

Honorable Metro Councilor Kathryn Harrington Metro 600 NE Grand Avenue Portland, OR. 97232

Dear Councilor Harrington:

Thank you for your invaluable help and guidance to us on our AmberGlen Community Plan that really began during an unprecedented February 2009 work session, yourself, President David Bragdon, our City Council, our Planning Commission and Amberglen-Tanasbourne Area property owners and stakeholders. At that event we announced our intent to seek Metro approval of a re-designation of that Area to a *Tanasbourne/AmberGlen Regional Center* on the Region 2040 Growth Concept Map.

Our staff has spent the past two years actively working with Metro toward the *Making the Greatest Place*, establishing Regional Urban and Rural Reserve process, updating the Regional Transportation Plan, and sharing our community's growth aspirations for the next 20 to 50 years. We aspire to grow in an economically and environmentally sustainable and land efficient manner. Among those aspirations is this request that Metro Council formerly amend the Metro 2040 Growth Concept to designating the Tanasbourne/AmberGlen Area a "Regional Center".

The Tanasbourne/AmberGlen Regional Center will become a successful, transit-supportive regional center by connecting and integrating the continuing economic growth of the Tanasbourne Town Center with the transit-supportive urban mixed use densities we expect to achieve in the Amberglen Area per our adopted Amberglen Community Plan. This Regional Center will become an 18 hour urban node with intensive mixed-use that is close to major employers. Based on our City's proven record of delivering projects and collaborative public and private partnership I am confident that we can successfully develop the Tanasbourne/AmberGlen Regional Center.

This Regional Center designation request meets your Title 3 criteria for Regional Center designations and is consistent with the recently adopted Regional Transportation Plan. We respectfully ask you and your Council colleagues to consider and, hopefully, approve this request.

Sincerely,

SHILY OF NILLSBORO

CC.

Mayo

David Bragdon, Metro Council President

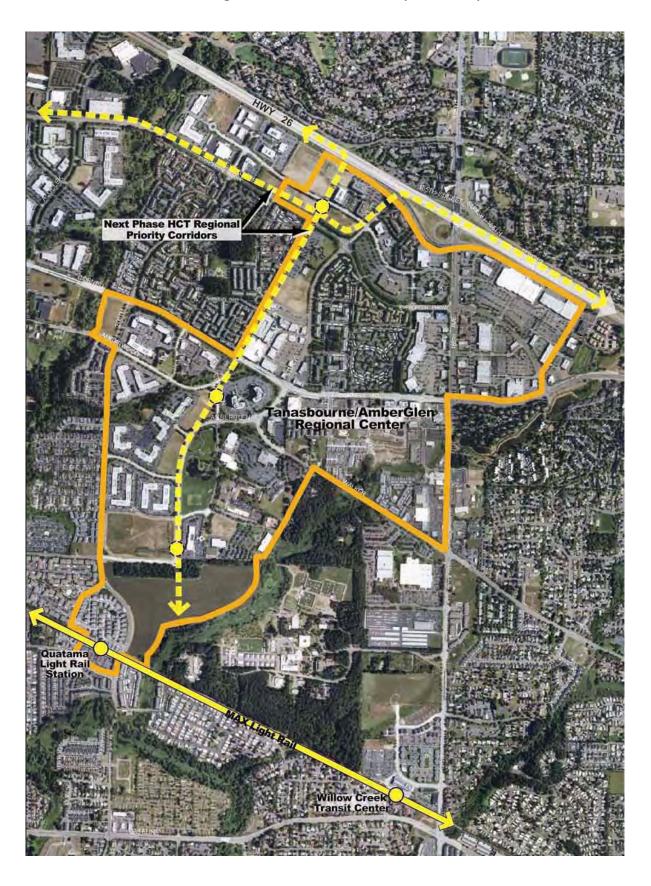
Robin McArther, Metro Planning and Development Director

Chris Deffbach, Metro Land Use Planning Manager

Attachments: Tanasbourne/AmberGlen Boundary Map

City of Hillsboro Resolution No. 2311

Tanasbourne/AmberGlen Regional Center - Preliminary Boundary



RESOLUTION NO. 2311

LRMISC 2-10: TANASBOURNE / AMBERGLEN REGIONAL CENTER

A RESOLUTION ENDORSING THE ESTABLISHMENT OF THE TANASBOURNE / AMBERGLEN REGIONAL CENTER WITHIN METRO 2040 GROWTH PLAN.

WHEREAS, the City adopted the AmberGlen Community Plan on January 19, 2010, with the intent to create a vibrant regional scaled activity center enlivened with a vibrant, mixed-use urban community with a landmark identity; and,

WHEREAS, the AmberGlen Community Plan articulates the community aspirations with a series of goals, policies, and actions that support the creation of compact urban style development with high density housing, concentrated employment, quality public spaces, and high capacity transit; and,

WHEREAS, the AmberGlen Community Plan includes policies to consider combing the existing Tanasbourne Town Center and AmberGlen Plan area for consideration for designation as a Regional Center within the Metro 2040 Growth Plan; and,

WHEREAS, the Tanasbourne/AmberGlen area is a strong candidate for designation as a Region 2040 Regional Center because the adopted plans and policies are consistent with the Metro Regional Framework Plan by concentrating housing and jobs within a multi-modal transportation grid combined with the existing regional level transportation infrastructure and the future development of high capacity transit; and,

WHEREAS, Hillsboro and Metro Officials have coordinated closely on the concept of establishing a Regional Center at the Tanasbourne/Amberglen Area since the inception of the Amberglen Community Plan process;

NOW, THEREFORE, THE CITY OF HILLSBORO RESOLVES AS FOLLOWS:

Section 1. The City of Hillsboro fully endorses the designation, establishment and development of a Region 2040 Tanasbourne/AmberGlen Regional Center within the Metro Regional Framework Plan and Urban Growth Management Functional Plan and respectfully urges the Metro Council to re-designate this Area as a Regional Center within these Plans at the earliest possible time because of its importance to the future robust growth of the unique urban center.

Section 2. The City requests that in collaboration with Metro and Tri-Met that the Red Line extension be considered for 1st Tier Priority Improvements for HCT in the Regional Transportation Plan at the soonest possible opportunity.

Section 3. This resolution is effective immediately upon adoption.

Approved and adopted by the Hillsboro City Council at a regular meeting held on the 2nd day of February 2010.

Mayer

ATTEST:

City Recorder

CITY OF HILLSBORO



August 18, 2010

TO: Chris Deffebach, Long Range Planning Manager

FROM: Colin Cooper, AICP, Planning Manager

Paige Goganian, AIA, AICP, Urban Design Planner

RE: Changing Centers Designations: Tanasbourne/AmberGlen Regional Center Request

This report provides background and findings for the City of Hillsboro's request to change the designation of the Tanasbourne Town Center to Regional Center and to include the adjacent AmberGlen area in the boundary. The request was first made in a presentation to the Metro Council at their work session on May 4, 2010. The City also presented the request to the Metropolitan Technical Advisory Committee on June 9, 2010, and the Metropolitan Policy Advisory Committee on June 23, 2010. A letter dated June 18, 2010 from Hillsboro Mayor Willey to Metro Councilor Kathryn Harrington formalizing the City's request for the Regional Center designation is provided in Attachment A.

1. Background

Describe what your jurisdiction wants to change (i.e. regional center to town center or location).

The City of Hillsboro is requesting to change the designation of the Tanasbourne Town Center to Regional Center and to include the adjacent AmberGlen area in the boundary. A preliminary boundary for the proposed Tanasbourne/AmberGlen Regional Center is identified on the map provided in the Mayor's request letter (Attachment A). The preliminary boundary includes most of the land within the Tanasbourne Town Center plan area and portions of the AmberGlen Community Plan area located to the west of OHSU's main research campus and Bronson Creek. The intent is to ensure that the Westside Light Rail and HCT Regional Priority Corridors serve the new Regional Center, and to include those areas with the greatest opportunity for development and redevelopment. Approximately 687 acres are provided within the preliminary boundary for the requested Regional Center. The City is still reviewing the boundary to ensure that areas important to the development of a vibrant Regional Center are included.

Describe why your jurisdiction is requesting this change, including how the change fits into your comprehensive plans and aspirations for the center.

This request is based on the evolution of the Tanasbourne area over the past fifteen years into a regional-scale mixed-use commercial center, combined with the opportunity presented by the adjacent AmberGlen Community Plan area, one of the largest redevelopment sites in the region. When asked by Metro to articulate community aspirations as part of the *Making the Greatest Place* planning effort, the City identified development of a vibrant, transit-supportive Regional Center in the Tanasbourne/AmberGlen area as a priority. In February 2009, City and Regional leaders and area stakeholders participated in a public meeting to discuss and affirm a shared commitment to achieve high levels of density close to regional employers, provide high quality amenities and a pedestrian-oriented, urban environment, and to fully support regional investments in transportation infrastructure. They also agreed to pursue designation of a

high capacity transit link through AmberGlen to connect to regional employment centers, and to pursue designation of the Tanasbourne/AmberGlen area as a Metro 2040 Regional Center. Aspirations for the 18-hour Regional Center and a planning area timeline are provided in Attachment B.

Amendments to the Hillsboro Comprehensive Plan adopted in January 2010 incorporate the AmberGlen Community Plan and establish the policy framework required to amend land use regulations for higher intensities and densities and to pursue funding mechanisms including tax increment financing. Adopted policies require the City to pursue designation of the Tanasbourne Town Center and AmberGlen Community Plan area as a Metro 2040 Regional Center (Policy 4.10). The change to Regional Center designation is a key action for implementing the AmberGlen Community Plan by focusing resources on the transformation of the Tanasbourne/AmberGlen area into a complete urban community, regional landmark, and model of urban sustainability. The AmberGlen Community Plan is provided in Attachment C.

In your own words, describe how this new center will perform and how it will be different from what exists today.

The performance of the new Regional Center is expected to achieve targeted densities and placemaking aspirations based on the success and ongoing evolution of the Tanasbourne Town Center. This success will be leveraged by development of a high density, vertical mixed-use urban district envisioned for the adjacent AmberGlen area, and by enhancing regional access with the addition of the HCT Regional Priority Corridors identified in the 2010 Regional Transportation Plan. There are over 100 undeveloped acres located within the new Regional Center area. These vacant sites are largely controlled by owners of the AmberGlen Business Park and by Oregon Health Sciences University and include approximately 65 undeveloped acres within a one-half mile walking radius from the Quatama Light Rail Station. The density capacity analysis provided on page 16 of Attachment D (Existing Conditions and Future Capacity Report, May, 2010) estimates that 30,000 people will live in the new Regional Center and 23,000 will work there. Planned density for the new Regional Center is estimated to be 99 people per net acre. This exceeds the average regional center density target of 60 people per acre recommended by Metro Title 1 Requirements for Housing and Employment Accommodation. Strategic public investments in infrastructure and catalyst projects will further enhance market feasibility to fully realize the opportunity presented by the new Regional Center.

Today, the Tanasbourne Town Center has grown into a regional-scale, mixed-use commercial and employment center in suburban Washington County. At approximately 605 acres, Tanasbourne is the largest 2040 Town Center in the region. Tanasbourne's economic success is related to the growth of regional employers in Washington County, and to regional access provided by two major arterials and the Highway 26 Interchange at 185th Avenue. Tanasbourne Town Center is served by two TriMet bus lines. It is not directly supported by Westside Light Rail which is located over 1.5 miles to the south. The transition to a more compact, pedestrian-supportive urban center is reflected in the recent construction of projects at increased housing and employment densities served by structured parking, and the emergence of walkable and attractive streets, trails, parks, natural areas and gathering places. Approximately 4,600 units of multifamily residential development adjacent to over 3.5 million square feet of commercial development are provided within the Town Center. Over one million square feet of the commercial development is retail. Retail projects such as the Streets of Tanasbourne and Tanasbourne Market Center strengthen the area's focus on urban amenity businesses, featuring popular anchors like REI and Whole Foods Market. Development at higher densities continues with the construction of Kaiser Permanente's Westside Medical Center and completion of multifamily senior and assisted residences adjacent to Magnolia Park and the Tanasbourne Market Center.

As the result of long established partnerships between private stakeholders, the City, and public agencies, Tanasbourne continues to exhibit robust performance through its ongoing evolution as a 2040 Center.

Metro's State of the Centers Report (2009) indicates that Tanasbourne exceeds average Town Center performance measures for both overall density and residential density at 24 people per net acre and 8 dwelling units per net acre respectively. Tanasbourne Town Center overall density is equal to or greater than four of seven 2040 Regional Centers. This factors in Tanasbourne's large size of 605 acres, compared to Downtown Hillsboro Regional Center at 144 acres, and the concentration of suburban retail centers developed prior to Tanasbourne's Town Center designation. Nevertheless, Metro's data indicates that Tanasbourne Town Center residential development achieves higher density than any of the seven 2040 Regional Centers.

The expectation that Tanasbourne/AmberGlen development will attain regional center performance measures is supported by planning that responds to economic vitality objectives and reflects specific market findings for the area. For example, planned proximities to urban amenity businesses, open space and employment ensure that price premiums required for high-density construction types are achievable. Adopted land use policies respect existing buildings and their individual redevelopment timelines while providing for new, higher density development on vacant parcels and redevelopment on underutilized sites. In the near-term, vacant AmberGlen sites are expected to be developed as high-density residential and mixed-use development organized around a central park and natural resource areas. Existing streets will be incorporated into an urban grid to support walking, biking and transit use. Urban design concepts will ensure a lively, varied and walkable urban environment. Redevelopment of portions of the existing Tanasbourne commercial center and older multi-family housing stock are anticipated in the mid-term. Residents will live close to work and transit and will be able to access neighborhood shops and businesses, recreation and natural areas by foot. A park originally developed for the AmberGlen Business Park will be expanded to provide the new Regional Center with a focal point and amenity for high-density residences. The new Regional Center 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 with convenient access to regional transportation. Designation of the new Regional Center will sent a signal to developers that local, regional and state agency partners are committed to implementing adopted policies to achieve stated aspirations for future growth and livability.

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 2040 Growth Concept identifies regional centers as serving "...large market areas outside the central city, connected to it by high-capacity transit and highways and are accessible by hundreds of thousands of people." With regional access provided by the Highway 26/185th Avenue Interchange and several major arterials, the number of people in the market area served by the Tanasbourne Town Center already meets Metro's target. A recent market area analysis by Johnson/Reid notes that the Tanasbourne Town Center is estimated to serve a commercial market area ranging anywhere from 150,000 to 300,000 people based on the location of The Streets of Tanasbourne and the size and proximity of market area typical for this type of regional shopping center (Attachment E, page 7). The analysis also notes the unique geographic proximity of the Tanasbourne Town Center to West Washington County high-tech, solar and bio-pharma cluster employers and finds that these employees seek housing in locations central to the Tanasbourne area, a pattern that will intensify with future growth for these clusters. 2010 daily trip counts for several Washington County arterials serving Tanasbourne Town Center indicate approximately 52,507 daily trips on 185th Avenue just north of Evergreen Parkway; 20,363 daily trips within the Town Center on Cornell

Road west of Stucki Avenue/AmberGlen Parkway; 16,381 daily trips on Evergreen Parkway west of 188th Avenue; and 14,249 trips on Walker Road east of 185th Avenue. The total of 103,500 daily trips does not factor in all arterial access routes such as SW Baseline and 185th Avenue south of Cornell Road. The daily trips analysis provides a very generalized and potentially understated level of regional access for the Tanasbourne Town Center based on the existing level of infrastructure and development. Regional transit service is provided by two TriMet bus lines but current ridership counts have not been compiled.

Both Metro and City of Hillsboro population and employment growth projections identify significant growth in Washington County over the 20 year planning horizon. Implementation of proposed densities for the new Regional Center will require development and adoption of a Multi-Jurisdictional Interchange Refinement Plan to identify improvements needed to protect mobility on state and local facilities. The City of Hillsboro has identified initiation of the Multi-Jurisdictional Interchange Refinement Plan as a 2011 priority. Transit access to the new Regional Center will be enhanced by two HCT Regional Priority Corridors identified in the Regional Transportation Plan. The Tanasbourne Town Center has emerged as a regional center serving central and north Washington County. The area currently meets the threshold for access by hundreds of thousands of people. As future populations increase per Metro and City of Hillsboro growth projections, people served by the new Regional Center will continue to increase.

The area is zoned for a mix of housing types to provide housing choices.

Existing zoning for the Tanasbourne Town Center is based on the Tanasbourne Town Center Plan adopted in 1999 and features commercial, mixed use multifamily residential zones at multifamily densities of 21.25 to 28.75 units per acre. Residential uses are currently permitted on upper floors in commercial zones. Nearly all of the land in the Tanasbourne Town Center zoned for multifamily use has been developed. However, the City believes that some of the oldest multi-family stock is likely to be redeveloped in response to additional job growth in nearby high tech sectors and the completion of the Kaiser Permanente Westside Medical Center. The few remaining vacant development sites located north of Evergreen Parkway are planned for commercial or commercial with residential on upper floors. Recent residential construction in the Tanasbourne Town Center demonstrates a range of housing types such as high-density senior and assisted-living housing at the Springs at Tanasbourne and nearby townhouse and multifamily development targeted for families. The neighborhood is organized around Magnolia Park within a short walk of shops and Whole Foods Market. Existing Station Area Research Park and Station Area Business Park zones designated within the AmberGlen Plan area were put in place in anticipation of the opening of the Westside Light Rail in 1998 and do not permit residential uses. Comprehensive Plan designations and policies adopted in January 2010 for the AmberGlen Community Plan establish residential uses in AmberGlen and require various multifamily development types to serve a range of densities, households, ages and income levels. AmberGlen density targets range from 43 to 74 units per acre for mid-rise and high-rise mixed-use residential development, and 34 units per acre for transitional residential development.

Development capacity estimates for the new Regional Center of approximately 13,438 dwelling units are based on Tanasbourne Town Center zones and adopted AmberGlen land use policies (see Attachment D, pages 4 and 8). At an estimated average of 2.25 residents per dwelling unit, over 30,000 residents are estimated for the new Regional Center (Attachment D, pages 16 and 18). The Economic Opportunities Analysis completed in 2009 for the City of Hillsboro projects the need for additional capacity for housing, employment, and retail commercial land. Land uses adopted with the AmberGlen Community Plan change the designation of land previously held exclusively for employment and institutional employment to high-density mixed-use development. The City is initiating a zoning study that will provide mixed-use zones to implement the AmberGlen analysis of projected price ranges and housing types with affordability estimates for ownership and renter-occupied housing. Adoption of the AmberGlen mixed use zones is anticipated for spring, 2011. Designation of the Tanasbourne/AmberGlen Regional Center will affirm a local and regional commitment to achieving these residential densities.

The City has adopted a strategy of actions and investments to enhance the proposed center.

The City has adopted policies and actions that require public investment to catalyze and support a widespread and sustained private market reaction within the new Regional Center. Resources have been committed to accomplish projects identified in the AmberGlen Implementation Work Plan and summarized as "next steps" on the Area Planning Timeline (Attachment B). Priorities include ongoing coordination to establish stakeholder Memorandums of Understanding, adoption of zoning, design and sustainability standards and incentives to implement AmberGlen mixed-use Comprehensive Plan designations, urban renewal feasibility studies, and development of a catalyst project for a key AmberGlen site. The work will provide a comparative analysis of potential public investment tools, and will consider project-specific funding or partnering, as well as district-wide investments to enhance the marketability of the area. Districtwide investment targets to be considered include transit, parks and open space amenities, and attracting desirable urban amenity businesses. AmberGlen zoning work will also include pro forma modeling to identify the financial feasibility of planned higher density thresholds and urban construction types, and to identify the likely marginal impact of various public investment tools. Adopted policies identify interdepartmental projects for the new Regional Center including land acquisition for critical rights-of-way and key green framework elements, engineering plans and cost estimates for infrastructure improvements and district stormwater and energy strategies, and a design competition for central park and green framework elements.

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.

Today, HCT service is provided by the Westside Light Rail with stations located at the southern edge of the Tanasbourne/AmberGlen area at Quatama and at the Willow Creek Transit Center. Bus service is provided by four Tri-Met Bus Routes: #47 and #48 connecting the Willow Creek Transit Center to downtown Hillsboro via Cornell Road and/or Evergreen Parkway; #52 connecting the PCC Rock Creek campus north of the City limits and east of 185th Avenue with the PCC Willow Creek Center located at the Willow Creek Transit Center, and #89 connecting Tanasbourne at Evergreen Parkway and 185th Avenue to the Sunset Transit Center. The Regional Transportation Plan adopted in June of 2010 identifies two HCT Regional Priority Corridors that will serve the new Regional Center, linking the Sunset Transit Center to Tanasbourne and to regional employers to the west (HCT Corridor 17), and a Red Line extension linking the Westside Light Rail up through AmberGlen to Tanasbourne and to regional employers to the north and west (HCT Corridor 17D). The City has adopted policies and actions to support existing and planned HCT service, and has identified local streetcar or rubber tire circulator to provide "last mile" connections to regional facilities as well as to augment local transit service within the new Regional Center area. The City of Hillsboro is committed to pursuing High Capacity Transit to support the new Regional Center and is currently working with TriMet on a \$50,000 study of preliminary alignments.

The area is zoned for a number of residents and employees need to support HCT.

The existing Tanasbourne Town Center comprehensive plan and zoning designations and adopted AmberGlen Community Plan Comprehensive Plan designations and corresponding zoning are estimated to achieve 99 people per acre at full build out over the planning horizon (see pages 4, 6 and 16 of Attachment D). This exceeds the 90 people per acre density target identified for Regional Centers to support HCT. Tanasbourne Town Center zoning was adopted in 2000 in response to the Metro 2040 Growth Concept. The City has approved work to update the Town Center Plan to ensure that connectivity and density objectives for the new Regional Center are accomplished. This work has been approved by the Hillsboro City Council for FY 2010/2011 and will include detailed review of existing town center mixed-use zoning to determine what additional amendments may be necessary.

The City has, or has adopted a plan for, a multi-modal street system that meets or will meet connectivity standards in the RTP.

The Tanasbourne Town Center Plan adopted in 2000 was in conformance with the City TSP (adopted in 1999) and with the RTP goals. The City's current Transportation System Plan update was adopted in 2004 in conformance with the RTP and multi-modal goals for pedestrians, bicycles, public transit, motor vehicles, and freight movement. Subsequent development within Tanasbourne Town Center has been required to provide features to support active transportation and connectivity objectives to for pedestrians, bicycles, and transit. The pedestrian corridor linking regional shopping at Cornell Road to the Kaiser Permanente Westside Medical Center and corporate employers north of Evergreen Parkway has largely been completed, and the local street grid planned for the Cornell-Walker Roads "SuperBlock" has been developed. As noted previously, work to update the Tanasbourne Town Center Plan has been approved to ensure that connectivity and density objectives for the new Regional Center are accomplished as older commercial and residential sites in Tanasbourne are redeveloped.

Adopted AmberGlen Transportation Policies and Actions identify an urban grid comprised of streets, access lanes and trail connections that incorporate existing facilities. The street and pedestrian network is planned to provide a high level of connectivity to promote an active pedestrian environment and efficient development pattern. Typical block faces are planned to be approximately 225 feet to 400 feet in length. Frequent bicycle, pedestrian and solar access will be ensured by access lanes through longer blocks. Policies also identify improved pedestrian connections to Tanasbourne destinations north of Cornell Road. The current work plan includes transportation modeling and design work to implement the adopted street network concept. Additionally, the City has recently adopted a new Parks and Trails Master Plan which includes several City and Regional trails within or near the Tanasbourne/AmberGlen Regional Center.

The City has adopted a strategy that calls for actions and investments to meet the non-SOV modal targets in the RTP.

City policies call for actions and investments to meet non-SOV modal targets identified by the RTP. These include an active and ongoing working relationship with the Westside Transportation Alliance, 2009 adoption of the City's Transportation Utility Fee to provide funding for pedestrian and bicycle facilities, and ongoing efforts through the City's CIP program and Community Development Block Grant Programs to enhance non-SOV infrastructure throughout the City. As noted previously, adopted AmberGlen Transportation Policies and Actions identify an urban grid comprised of streets and access lanes to provide pedestrian-scale access and connectivity for non-SOV modal targets and improved pedestrian access to Tanasbourne destinations north of Cornell Road, a transit strategy to provide local service and connections to regional transit, and creation and maintenance of an "... environment where there is less reliance on motor vehicle trips by coordinating public and private trip reduction strategies and pursuing a comprehensive travel demand management program" (Policy 6.7). Adopted policies place new medium and high density residential housing within close proximity to jobs and commercial services so that when combined with a walkable street grid, significant non-SOV modal choice is available. Adopted Actions identify continued work with the Westside Transportation Alliance and other transportation partners to develop a comprehensive travel demand management program.

The City has a parking management program consistent with that proposed in the RTP.

The City's current parking regulations are in conformance with the Urban Growth Management Functional Plan (Title 2.29.1) and establish minimum and maximum parking standards based on access to and frequency of transit service. Adopted policies identify potential funding or incentives to foster development of structured parking to ensure compact development and reduce surface parking area within the new Regional Center. Today, structured parking is provided at The Springs at Tanasbourne (senior and assisted high density housing), The Streets of Tanasbourne, and the Kaiser Permanente Westside Medical Center

where a seven-level parking structure is under construction. Parking structures serving the regional shopping center and hospital are located adjacent to one of the HCT Regional Priority Corridors identified to serve the new Regional Center area. The development of AmberGlen zoning will address district parking to foster non-SOV trips and will include consideration of paid parking districts, standards for maximum parking ratios, and limits on surface parking facilities.

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?

The change in designation of the Tanasbourne Town Center to a Regional Center acknowledges that the market has responded to the area's strategic location at the "50 yard" line of Washington County major employment centers and residential areas, and is located equal distance from the Hillsboro and Beaverton downtown Regional Centers. Tanasbourne has emerged as a distinct regional-scale center serving a new and growing market area in north-central Washington County according to a recent analysis by Johnson/Reid (Attachment E). This is based on regional access provided by Highway 26 and major Washington County arterials, and on the dramatic growth over the last decade of residential development west of 185th Avenue and high-tech, solar, and bio-pharma cluster employers in West Washington County. Nearby regional centers include Hillsboro Regional Center located approximately 5.5 miles to the west and Beaverton Regional Center located approximately 4.8 miles to the south and east. Currently, the 10 miles separating the Hillsboro Regional Center and the Beaverton Regional Center via the Tualatin Valley Highway is significantly greater that the distance separating any of the other five regional centers and the Central City. The market area served by the new Regional Center has already been established and factors in the proximity and unique characteristics of adjacent centers. The focus of additional development and related investment in transit associated with the Regional Center designation will not likely detract from adjacent Regional Centers. Rather, enhanced HCT service to the new Regional Center would have the "...potential to strengthen the existing transit network, as it would naturally be served through adjoining centers" (Johnson/Reid, 2010, Attachment E). Based on these findings, and on population and employment studies produced by Metro and the City for developing Hillsboro's Making the Greatest Place aspirations, the City feels confident that the change in designation of the Tanasbourne Town Center to a Regional Center will not detract economically from surrounding regional or town centers.

If there are multiple regional and town centers located within your jurisdiction, describe how you will prioritize and focus development efforts among them.

The 2040 Growth Concept Plan includes three center designations in Hillsboro: Hillsboro's downtown Regional Center, Orenco Town Center, and Tanasbourne Town Center. Each of these centers has unique characteristics including size, age, quality and character of existing development, connectivity and access to regional highways, and transit. Ongoing planning and investment strategies are tailor-made for each Hillsboro center.

The character of Hillsboro's downtown regional center is unique because of its geographical location at the terminus of the Westside Light Rail and relatively limited highway access at the western edge of the region. Hillsboro's downtown has and continues to receive specific planning and investment focus through the implementation of the Hillsboro Renaissance Plan, Downtown Framework Plan, and adoption of the recent Urban Renewal Plan. These efforts have helped attract significant new development at the Pacific University Hillsboro campus. Tuality Hospital, Virginia Garcia Clinic and PCC Hillsboro Center are key institutions that continue to make investments in Hillsboro's regional center. Strategic investment of urban renewal funds in both infrastructure and additional amenities will further leverage private development dollars.

The Orenco Town Center is considered to be a case-study example of a green-field, transit-oriented and mixed-use development. The Orenco Town Center features medium density attached and detached housing and commercial retail development in close proximity to both jobs and transit. Current infrastructure is sufficient to support the few remaining vacant parcels without significant public investment. Interest in remaining vacant sites has been strong despite recent economic conditions due to the quality of placemaking that has been accomplished and the attributes of the surrounding area.

The Tanasbourne Town Center has been described at length in this report and remains an attractive location for development as evidenced by Kaiser Permanente decision to invest approximately 240 million dollars in a new hospital directly adjacent to the Streets of Tanasbourne Lifestyle Shopping Center. This new hospital will create approximately 1,100 new jobs when completed. The strength of existing transportation infrastructure and regional access has been fundamental to the economic success of the area. However, significant additional infrastructure investment will be necessary to fully support the redevelopment opportunity due to the increased density planned for the new Regional Center. Infrastructure costs are anticipated to be shared between private investments and targeted expenditure of System Development Funds. Preliminary urban renewal feasibility reports indicate that significant tax increment opportunities exist. Tax increment funds will be targeted for transportation, transit, parks and open space infrastructure.

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

One of the key attributes for the proposed regional center is a common vision among both private and public stakeholders within the Tanasbourne/AmberGlen area. Long term stakeholders such as Standard Insurance, Principal Financial, and OHSU and new stakeholders such as Kaisers Permanente and Felton Properties all share in the belief that through the planning horizon, a significant opportunity is presented by this location. These types of partners are more willing to take a longer view which helps the City build investment over time. Included in this commitment is an understanding that dedications for public right-of-way and parks and open/space will be necessary to create the sense of place and amenities necessary to be successful. The economic development approach for the new Regional Center recognizes that quality of life issues are critical to successfully attracting and retaining private investment in a global marketplace.

Adopted programs and policies require the City to take an active role to identify strategic public investments focused on the new Regional Center area to leverage widespread and sustained private investment. Recent expansion of an Enterprise Zone for existing office space in a portion of the Tanasbourne Town Center reflects a focus by the City, through its Economic Development Department, to work with business development groups to enhance opportunities within the new Regional Center. Economic Goals, Policies and Actions adopted with the AmberGlen Community Plan identifies programs and projects to leverage significant private investment in the area with targeted public investment to capture the latent and future demand for urban development form at this suburban location. As noted in this report, the City has committed resources to accomplish projects identified in the AmberGlen Implementation Work Plan. Priority projects include development of AmberGlen zoning and refinements to Tanasbourne Town Center zoning with a focus on development incentives and flexible regulatory structures. The City is pursing funding strategies, including tax-increment financing, for strategic public investments to enhance the investment environment and achieve catalyst development. The City is also developing Memorandums of Understanding between public and private stakeholders to provide the basis for assurances for financing mechanisms to reduce initial risk, catalyze initial development phases, and maintain momentum.

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.

The City has relied on the Economic Opportunities Analysis by Johnson/Reid (2009) and Metro's Growth Reports. The studies indicate that there will be sufficient population and employment growth in Washington County over the next 20 years to support planned densities. The findings are strengthened by trends for increased demand for urban development forms and densities in close proximity to urban amenities and access to employment. The City recently conducted an analysis to better understand the geographic market area currently served by the Tanasbourne Town Center (Johnson/Reid, July, 2010, see Attachment E). The analysis is based on proximity to regional transportation infrastructure, residences, and employment centers. The analysis notes that Tanasbourne Town Center has emerged as a distinct regional center that now serves a distinct, household population and work force in north-central Washington County. Recent construction of the Kaiser Permanente Westside Medical Center, Standard Insurance's LEED gold-certified corporate office building, and multi-family housing development in Tanasbourne demonstrate the favorable development environment presented at the new Regional Center location.

Concept planning for the AmberGlen Area was based on the development program prepared by Leland Consulting Group and PB Placemaking for the City of Hillsboro. The work included a series of interviews with property owners and developers and the modeling of development types which were reevaluated against currently built and occupied comparable projects. The evaluation resulted in adjustments to projections for parking and FARs. The approach demonstrated that while Concept Plan aspirations were ambitious, and to some degree untested in this market, they had been successfully implemented elsewhere. In 2009, a series of development feasibility studies were completed by Johnson/Reid to inform concept plan refinements and phasing strategies adopted in the AmberGlen Community Plan. The financial pro forma analysis indicated a positive pre-tax profit and positive return on cost of over 9% for mid-rise residential construction (4 to 6 stories, concrete and steel construction, usually dependent on structured parking) planned for significant portions of AmberGlen. However, mid-rise construction barely failed the viability test because the project falls short of the minimum 15% return on cost threshold. The model factors in price premiums associated with assumed proximity to a centerpiece park (15% premium) and to a specialty grocer (17.5% premium). Factoring strategic public investment in projects and/or district amenities such as transit would likely add sufficient price premiums to meet medium density housing development costs in the near term and higher density housing development costs in the longer planning horizon.

The City is in the process of contracting for additional pro forma analyses to further understand feasibility factors and the likely impact of various public investment tools for the new Regional Center area. In addition, the City will be conducting analyses to project price ranges and housing types including affordability estimates for ownership and renter-occupied housing, and to identify financial impacts for code-related development incentives as part of AmberGlen zoning work.

Conclusion

The Tanasbourne/AmberGlen Regional Center is the City's vision to make the most of existing investments and to create a catalyst for even greater investment opportunity. This vision has been reaffirmed by our community through the adoption of the AmberGlen Community Plan. The Regional Center designation will leverage the success of the existing Town Center and recognizes the commitment of several large property owners to work with private and public partners to achieve the community's vision. This unique circumstance should not be presumed to last indefinitely and should be acted upon. The City is asking for Metro Council support of our City's aspirations for *Making the Greatest Place* by amending the 2040 Growth Concept Plan Map to change the designation of the Tanasbourne Town Center to Regional Center and to include the adjacent AmberGlen area in the boundary.



MEMORANDUM

DATE: July 23, 2010

To: Patrick Ribellia, Esq., Planning Director, CITY OF HILLSBORO

FROM: Bill Reid, Principal

JOHNSON REID, LLC

SUBJECT: Tanasbourne Town Center & Beaverton Regional Center Markets

The City of Hillsboro seeks to better understand the geographic market(s) that the Tanasbourne Town Center currently serves in terms of retail commercial offerings and employment/labor market. The City is presently studying the potential for the Tanasbourne Town Center to seek a Regional Center designation with Metro and its jurisdictional partners. The following analysis provides a comparison of the Tanasbourne Town Center planning area with the Beaverton Regional Center, the nearest regional center with comparable direct freeway access and retail concentration.

Commercial Trade Areas Served

From an economic perspective, a commercial regional center of the scale demonstrated by Tanasbourne or Beaverton Regional Center depends upon a population within a 20-minute drive time. Accordingly, Figure 1 on the following page provides a demonstration of current, average 20-minute drive time for the Tanasbourne Town Center planning area (map left) and the 20-minute trade area served by the Beaverton Regional Center (map right).

We would note the following observations:

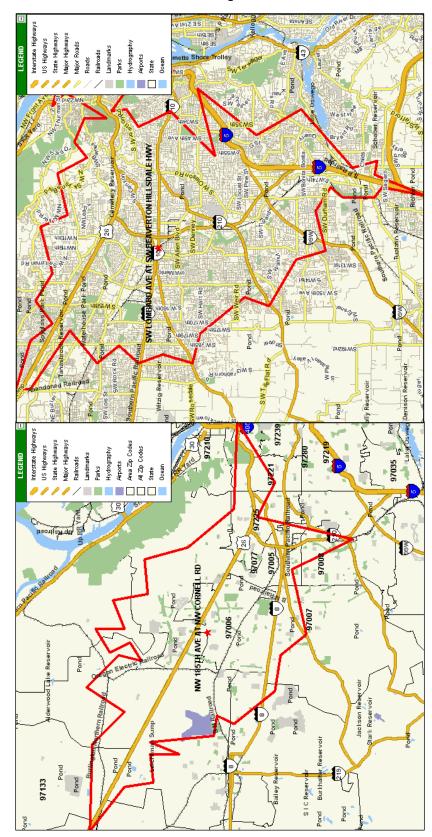
- The Sunset Highway (26) almost perfectly bisects the Tanasbourne Town Center trade area, indicating the magnitude of its importance to the center and to the population the patronize the Tanasbourne area.
- The Beaverton Regional Center, alternatively, relies on a greater confluence of highways and arterials, most notably Highway 217 and the Beaverton-Hillsdale Highway (10).
- Transportation access to Tanasbourne enables a resident trade well into western Washington County that is unserved/underserved by Beaverton Regional Center due to geographic and time distance.
- Alternatively, Beaverton Regional Center serves households in the east portion of the county, west Multnomah County, and due to Highway 217 access, south Washington County households that are unserved/underserved by Tanasbourne commerce.
- Most notably, the standard 20-minute trade area map for the Beaverton Regional Center indicates that the center largely does not serve the vast majority of Aloha and Hillsboro west of 185th Avenue.

IOHNSON REID concludes from the commercial trade areas the following:

- Tanasbourne Town Center has emerged as a distinct regional center that now serves a different, distinct household population in Washington County from the Beaverton Regional Center.
- As would be expected, dramatic residential growth west of 185th Avenue over the last decade has created a distinct, regional commercial market that may not have previously existed ten years ago.
- Beaverton Regional Center continues to serve a large swath of Washington County population, though
 now more concentrated in the eastern portion of the county as population and employment growth have
 increased drive times and decreased convenience from areas to the west.



Figure 1: Tanasbourne Town Center & Beaverton Regional Center 20-Minute Trade Area Maps (2010)





Employment/Labor Sheds

In addition to offering significant commercial retail and services opportunities for residents in a centralized location, both centers also provide sizeable employment opportunity. To understand how both centers function as employment centers, a labor shed analysis mapping was conducted for both utilizing U.S. Census Bureau LED *On The Map* methodology.¹ A thermal gradient map for Tanasbourne and for Beaverton Regional Center was created, demonstrating the residential location of those employed in each center. Figure 2 provides results of the analysis, with the Tanasbourne Town Center labor shed in map left and Beaverton Regional Center in map right.

Results indicate:

- Labor sheds for both centers are not dramatically different, indicating the significant inventory of residential areas between Beaverton and Hillsboro.
- The vast majority of the concentration of the Beaverton Regional Center employment shed (darkest blue shade) is south of Baseline Road, with the majority of that south of TV Highway.
- Alternatively, the Tanasbourne Town Center Labor shed is most concentrated north of TV Highway.
- Unlike the Beaverton Regional Center, a sizeable concentration of the Tanasbourne Town Center labor shed is north of Highway 26 into the Rock Creek/Bethany areas and west of 173rd Avenue.

In other words, the Tanasbourne employment concentration is also increasingly dependent upon a more northern and western labor supply and residential areas than is Beaverton Regional Center.

Another distinct geographic difference for the Tanasbourne Town Center is its proximity to the concentration of West Washington County high-tech, solar, and bio-pharma cluster employers. Moving forward, as these key clusters grow, the residential choices of those employed by the clusters will be increasing important for center planning. Accordingly, Figure 3 provides a similar labor shed map for the West Washington County cluster employment concentration.

- The cluster employment shed is largely bound to the south by TV Highway, and like that for Tanasbourne area, extends well into the north into Rock Creek/Bethany.
- The majority of cluster employment resides south of Highway 26 and Cornell to the west of Murray Boulevard.

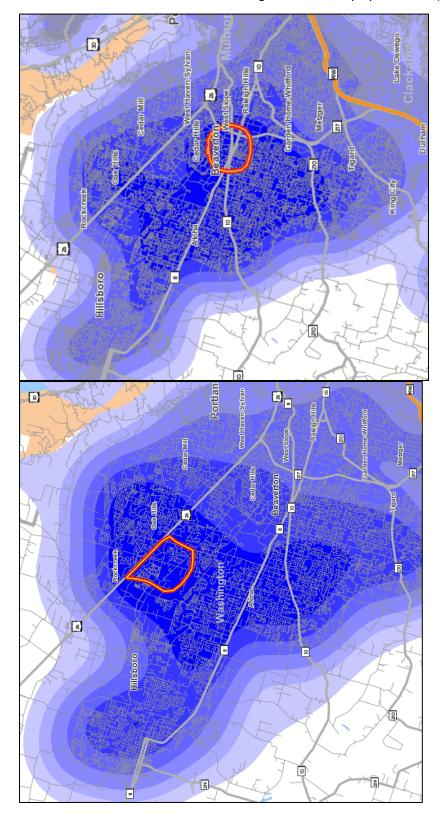
In other words, key West County cluster employment has a track record of seeking housing in a locational pattern more central to the Tanasbourne area in contrast to the Beaverton Regional Center. Transportation times via different modes and related convenience is increasingly driving location decision to the west and north as higher population in general creates greater congestion.

Given the trend in residential choice of these key clusters, we would anticipate such trends to continue as growth in these specific clusters overcomes international economic weakness and as congestion and travel times render Beaverton Regional Center a less convenient residential and commercial choice, on average, for this particular workforce. Accordingly, we would anticipate that the Tanasbourne Town Center would be the far more viable mixed-use regional center for this specific key portion of the economy and county population.

¹ http://lehdmap4.did.census.gov



Figure 2: Tanasbourne Town Center & Beaverton Regional Center Employment Shed (2008)





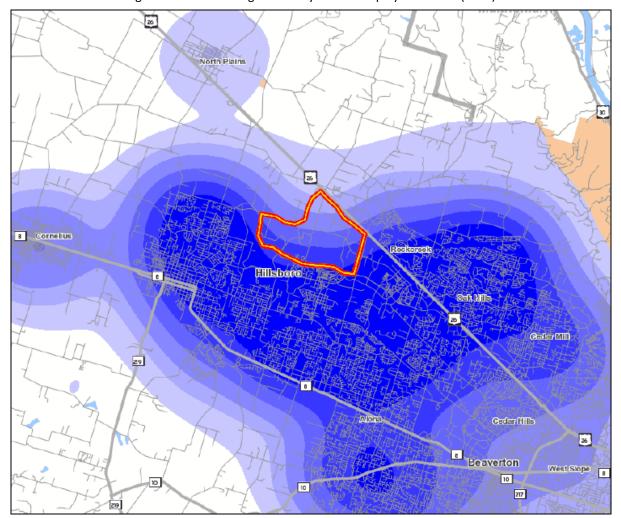


Figure 3: West Washington County Cluster Employment Shed (2008)



Benchmarks of a Regional Center

At the time the 2040 Growth Concept was adopted there were few quantifiable benchmarks for what qualifies as a Regional Center. The definition provided at the time included the following:

- "Centers of commerce and government services, serving a market area of hundreds of thousands of people;"
- "Focus of transit and highway improvements;"
- "Characterized by two- to four-story compact development"
- "Downtown Hillsboro serves the Western portion of Washington County;"
- "Downtown Beaverton and Washington Square serve Eastern Washington County."

Note that at the time, any given Regional Center would meet some of these criteria, but not others. Some criteria were apparently aspirational, and meant as a guide for what was expected in the future (i.e. most centers lacked two- to four-story development at that time).

A Metro "State of the Centers" report released in 2009 adds some additional characterization of Regional Centers:

- "Focus of redevelopment, multi-modal transit connections, and concentrated future growth;"
- "Eventually, rail connections will tie all the regional centers to each other;"
- In contrast to the 2040 Growth Concept language mentioned above, this document cites four market areas outside the Central City. Washington County is the largest of these geographically. "Hillsboro, Beaverton and Washington Square [Regional Centers] serve Washington County, the West Hills, and the communities along the I-5 Corridor."
- "Urban form varies greatly from center to center."

It is apparent that no Regional Center meets all of these criteria. They vary greatly in geographic size, mix of land uses, building forms, achieved density and current levels of transit service. However, since adoption of the 2040 Growth Concept most of the Regional Centers have made good strides towards meeting some of these benchmarks.

The key point is that the "definition" presented above represents the end goal of on-going planning and economic development efforts, and not a set of preconditions for qualification as a Regional Center.

The details and measures provided in the "State of the Centers" report (Metro, 2009) demonstrate that the centers vary on most benchmarks. Rail service has perhaps made the greatest strides, with MAX or WES now serving every Regional Center other than Oregon City.

Note also that the recent report does not identify well-defined sub-markets for Regional Centers, instead grouping the three Washington County centers into a single market.

Tanasbourne TC in Comparison to Regional Centers

Like the seven Regional Centers created in the 1990's, Tanasbourne Town Center meets some of the above criteria, and not others. The following is a discussion on how Tanasbourne measures up to existing Regional Centers.



Size: At 605 acres, Tanasbourne is the largest Town Center and larger than five of the seven existing Regional Centers.

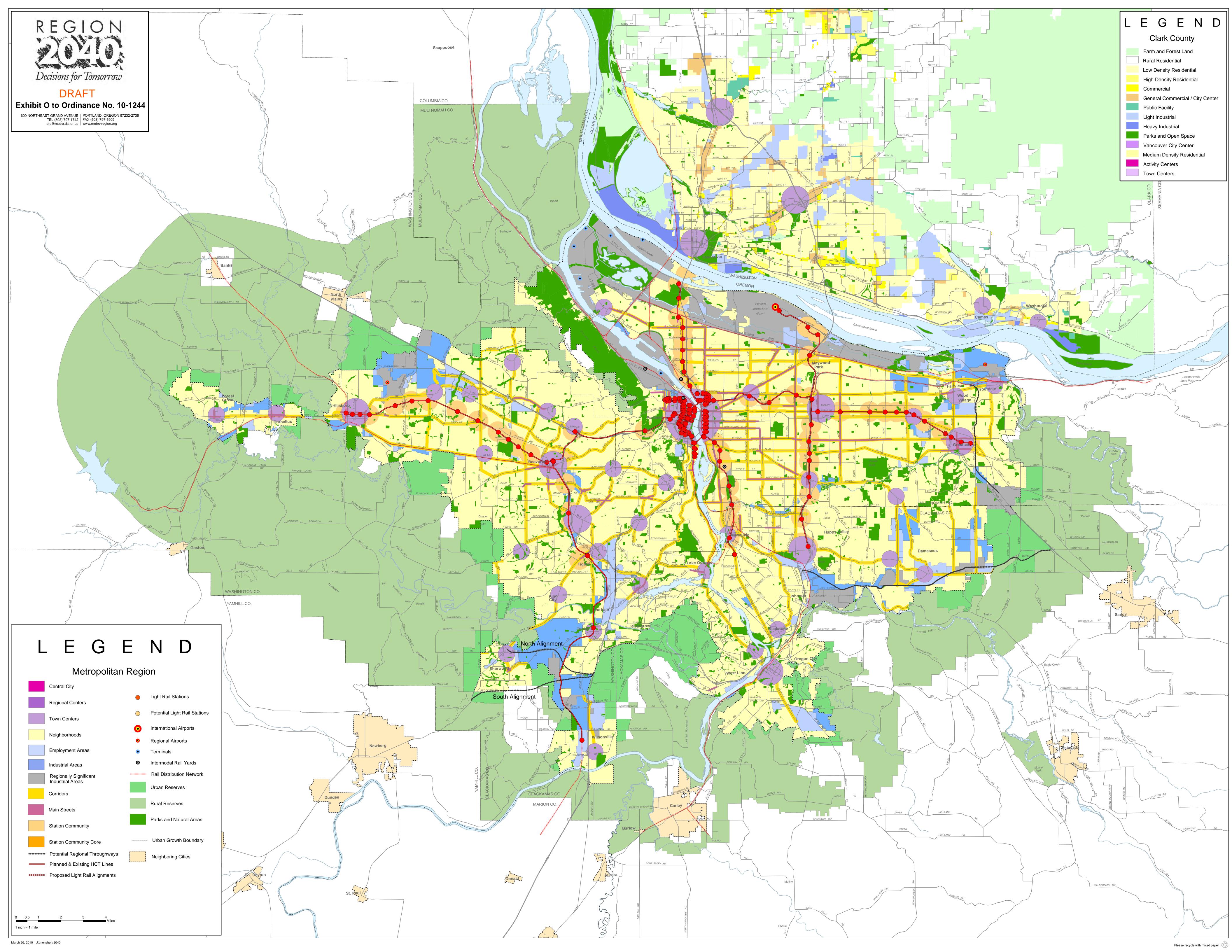
Market Area: The 2040 Growth Concept defines Town Centers as providing "localized services to tens of thousands of people within a two- to three-mile radius." As the location of an established regional shopping center, Tanasbourne already serves a larger population than this, from a larger market area. The Streets of Tanasbourne cites 250,000 people living within a five-mile radius. A regional center of this size typically serves anywhere from 150,000 to 300,000 people (Urban Land Institute).

People per Acre: According to the "State of the Centers" report, Tanasbourne currently features 24 people per acre, which is less than the three Washington County Regional Centers, but equal to or more than the four eastside centers. This lower density is likely due to the large acreage and concentration of commercial uses at Tanasbourne.

Dwelling Units per Acre: Despite the lower overall number of people-per-acre, the residential development that is present at Tanasbourne achieves significantly higher density than other Washington County centers. Tanasbourne achieves 8 units per acre compared to Hillsboro (3), Beaverton (4) and Washington Square (2).

Urban Amenities: In comparison to other Town Centers, Tanasbourne features a high number of "urban amenities" as identified by Metro. At 67 amenities, it features more than the Hillsboro RC (38), but fewer than Beaverton (101) or Washington Square (148).

Transportation: Tanasbourne TC is located on Highway 26 and includes two other major arterials. Two bus lines serve the area. MAX service is located over 1.5 miles to the south. The downtown Hillsboro and Beaverton RCs feature MAX service, and Washington Square is served by WES commuter rail. High-capacity transit in Tanasbourne would have the potential to strengthen the existing transit network, as it would naturally be served through the adjoining centers.

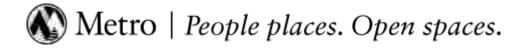


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Appendix 6:

Requests from local jurisdictions to amend their regional design types

August 2010



About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy

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Metro Councilors – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor - Suzanne Flynn

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On file at Metro:

Summary of existing Metro policies on centers

Local jurisdiction requests to change center designations

BACKGROUND AND INTRODUCTION

Three jurisdictions, Happy Valley, Cornelius and Hillsboro, have requested changes to their center locations or designations on the 2040 Growth Concept Map. Staff recommends that the Metro Council approve these changes and adopt the revised 2040 Map as shown in Exhibit O to the 2010 Capacity Ordinance. This appendix describes these requests and the policies that guide Council consideration of these requests. Available on file at Metro is a summary of Metro policies on centers and the requests from the local jurisdictions including the supporting information they provided.

The 2040 Growth Concept Map

In 1995, after extensive public involvement, the Metro region adopted the 2040 Growth Concept to guide future development and within the region and protect farm and forestland outside the urban area. It focuses development in mixed-use centers, corridors and employment areas connected by a multi-modal transportation system. Regional policies guide the region toward achieving this vision. Local and regional investments are critical in order to achieve the vibrant places residents envision.

The 2040 Growth Concept Map illustrates this regional vision and the Regional Framework Plan narrative fully describes it. The map, adopted by Council, identifies central city, regional and town centers, station areas, main streets and corridor locations as a focus for mixed-use, residential and employment development. Changes to the map represent changes to growth management policy and are subject to Metro Council approval. In the past 15 years, the Metro Council has acted on only two requests for changes, reflecting the intentionality of the vision. However, the 2040 Growth Concept is a living document and it is appropriate to have these designations evolve over time as conditions change.

Policies that guide center designations

When considering a request to change the 2040 Map, the Council turns to existing policies in the Regional Framework Plan, Regional Urban Growth Management Functional Plan, Regional Transportation Plan and Regional Transportation Functional Plan for guidance. Policies on centers have been updated over the years, including some revisions as a result of the Regional Transportation Plan. The Metro Council may adopt other new policies on centers, such as those that align regional investments with local actions that are included in the recommendations in this Community Investment Strategy. A summary of existing policies is on file at Metro. Local jurisdictions that have requested changes have been asked to describe how their proposal is consistent with existing policies that set expectations for Regional Centers and Town Centers, as summarized in Table 1.

Table 1: Summary of existing Metro policy for Regional and Town Centers

| Policy | Regional Centers | Town Centers |
|--|---|--|
| Accessible | The center is accessible to hundreds of thousands of people. | The proposed center is accessible to tens of thousands of people. |
| Zoning | The area is zoned for a mix of housing types to provide housing choices. The area is zoned to allow the number of residents and employees needed to support High Capacity Transit. | The area is zoned for a mix of uses that makes, or will make the center walkable. |
| Enhancement strategy | The city has adopted a strategy of actions and investments to enhance the proposed center. | The city has adopted a strategy of actions and investments to enhance the proposed center. |
| Public Transit | The area is served by high-capacity transit or is proposed to be served 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 served by public transit. |
| Multimodal and connectivity standards | The city has adopted a plan for a multimodal street system that meets or will meet connectivity standards in the Regional Transportation Plan. | The city has adopted a plan for a multimodal street system that meets or will meet connectivity standards in the Regional Transportation Plan. |
| Non-SOV targets | 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 adopted a strategy that calls for actions and investments to meet the non-SOV modal targets in the RTP. |
| Parking Management | The city has a parking management program consistent with that in the recently adopted RTP. | The city has a parking management program consistent with that in the recently adopted RTP. |

Other considerations

Experience over the last 15 years has shown that the centers develop at varying rates, dependent upon market conditions, political leadership, financial resources and other factors. Leading planning and development experts have advised the region over the years of the need to focus investments in fewer centers to achieve the greatest impact and to align land use plans with

economic and market realities. To anticipate these concerns over potential new or relocated centers, the three local jurisdictions have been asked to respond to 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 development you have planned will support the level of activity you envision for your center?

REQUESTS FOR CENTER CHANGES

The mayors from the three cities submitted requests for changes to their centers to the Metro Council and described how their proposed changes were consistent with existing policy and addressed additional considerations. Their requests, including adopted resolutions in support of the requests, are attached to this appendix. The following summarizes the requests and demonstrates the policy consistency that supports the staff recommendations.

Happy Valley Town Center

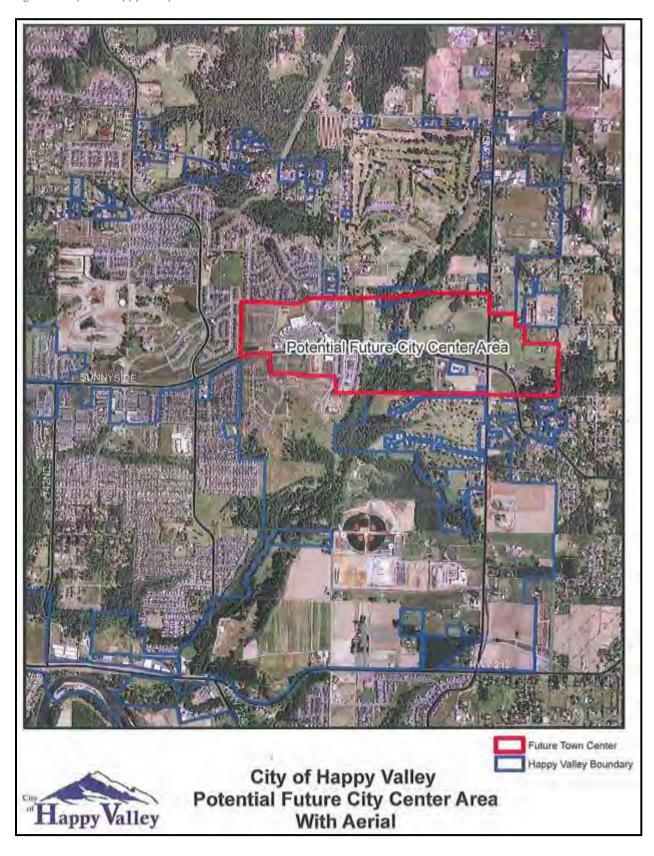
Happy Valley has requested a relocation of their existing Town Center designation from King Road to Sunnyside/SE 172nd, about two to three miles to the east, to a commercial area called, coincidentally, the Happy Valley Town Center. Fifteen years ago, when the 2040 Growth Concept was adopted, Happy Valley had a population of less than 5,000. The City has grown significantly since then and has a forecast population of over 30,000 by 2030. The City has concluded that the King Road area has limited potential to develop into a Town Center. The King Road area houses local fire and police offices but has no commercial zoning and is surrounded by an existing single family neighborhood that has not supported increased development along King Road.

The proposed Town Center houses the new city hall and new commercial development, is surrounded by a mix of single and multi-family development and is identified in the City's plans for continued growth. Recent investments have widened and improved road, bicycle and sidewalk access. To support the Town Center designation, the City has received a grant to fund the up-zoning of parts of the center area, develop parking management plans and identify other tools to support the center.

Figure 1: View east along Sunnyside Road in Proposed Happy Valley Town Center



Figure 2: Proposed Happy Valley Town Center location



The following summarizes the consistency of the proposed Happy Valley Town Center relocation with Metro policies:

| Town Center policies | Summary response for Happy Valley |
|---|--|
| Accessible to tens of thousands: | The new location is more central to growth areas in Happy Valley |
| Mix of uses and walkable: | Area has mix of residential, commercial and civic, institutional uses and new street investments. City is proposing to up-zone, which will allow for an increased mix and intensity of uses. |
| Strategy to enhance: | Adopted resolution in support of town center change and submitted request for TGM grant to initiate zone changes, parking management and other plans to support center. |
| Public transit service: | Happy Valley has annexed to Tri Met service area but has limited service. Additional services would be needed to support the proposed Happy Valley Town Center location. |
| Meet multi-modal, connectivity standards | Happy Valley's Transportation system plan requires a multimodal street system that meets or exceeds regional requirements. Some roads already constructed, others are planned. |

| Additional Considerations | Summary response for Happy Valley |
|------------------------------|---|
| Detract from other centers? | No. Instead of adding, this replaces existing center and is distant from Damascus center. |
| Partnerships for success? | City maintains partnerships with local business groups, property owners, business operations and offers expedited design review and financial support of major infrastructure needed for growth. Additional partnering is proposed. |
| Analysis to support request? | Location reflects market shifts to areas of new development patterns, additional economic analysis to support center underway. |

Happy Valley - summary and recommendations

Happy Valley has grown significantly in the last 15 years and will continue to grow by tens of thousands as well as serve growth in adjacent Damascus to the east. The relocation of the Town Center is consistent with this growth pattern. The city will need to continue to promote a mix of uses, investments and tools to support additional transit services and the walkable, vibrant place envisioned as a Town Center. The City has expressed their intent to continue with these efforts as part of the Town Center designation. Metro's Chief Operating Officer supports this request for a center designation change. In order to develop as a successful, vibrant center, the Chief Operating Officer advises that policy makers be explicit in their expectations for additional development and intensity in the Happy Valley Town Center necessary to support transit service, mixed income housing, public spaces, and employment along with these continued investments and actions.

Cornelius Town Center

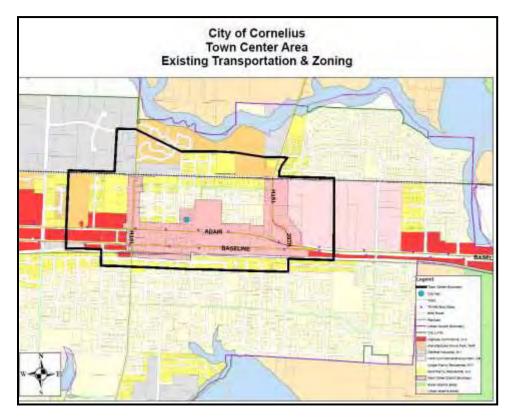
The City of Cornelius has requested to change the designation in their downtown from a Main Street to a Town Center. Cornelius is the only city in the Metro area that does not have or share a Town Center designation. While other Main Street designations on the 2040 map are typically ½ block deep along a commercial corridor, the Cornelius main Street has always included a district of multiple blocks in the center of the downtown with commercial and residential zoning. The area functions as the center of the community with medical clinics and other activity generators. Since the 2040 Concept was adopted, Cornelius has completed plans and development guides for their Main Street district and has invested in street and other infrastructure in the area.

As part of this proposal, the City of Cornelius envisions a larger district for the Town Center, including the area envisioned as future high capacity transit in the Regional Transportation Plan. The City has plans for continued redevelopment and investment in this area.

Figure 3: N. Adair Street in proposed Cornelius Town Center



Figure 4: Proposed Cornelius Town Center Boundary



The following table summarizes the consistency of Cornelius' request with town center policies:

| Town center policies | Summary response for Cornelius Town Center |
|--|---|
| Accessible to tens of thousands: | Cornelius has a population of over 11,000 residents and 350 businesses. The town Center will serve this and future growth as well as adjacent areas. |
| Mix of uses and walkable: | Area has mix of residential, commercial and civic, institutional uses and an established, walkable street grid system. |
| Strategy to enhance: | Cornelius has developed strategies for the downtown area and will continue to implement and refine these strategies. Recent examples include an adopted Master Plan for parks and trails. |
| Public transit service: | Cornelius is served by a relatively high-performing, frequent bus service and the City envisions high capacity transit in the future. |
| Meet multi-modal, connectivity standards | Cornelius has a transportation system plan that meets or exceeds connectivity standards and promotes multi-modal use. |

| Additional Considerations | Summary response for Cornelius Town Center |
|------------------------------|---|
| Detract from other centers? | Though located near centers in Hillsboro and Forest Grove, Cornelius has developed its own market niche and is not expected to detract from other centers. The Town Center is the focus for downtown Cornelius. |
| Partnerships for success? | The City maintains partnerships with local public, non-profit and business organizations, has worked successfully with them in the past and expects to continue to do so in the future. |
| Analysis to support request? | Studies by the State and private firms indicate the market will continue to gradually intensify following public incentives, private investment, public transit and overall improvement of the community's health and attractiveness. |

Cornelius - summary and recommendations

The City of Cornelius's downtown Main Street district functions as their Town Center and is poised to continue in this role. Metro's Chief Operating Officer supports changing the designation from

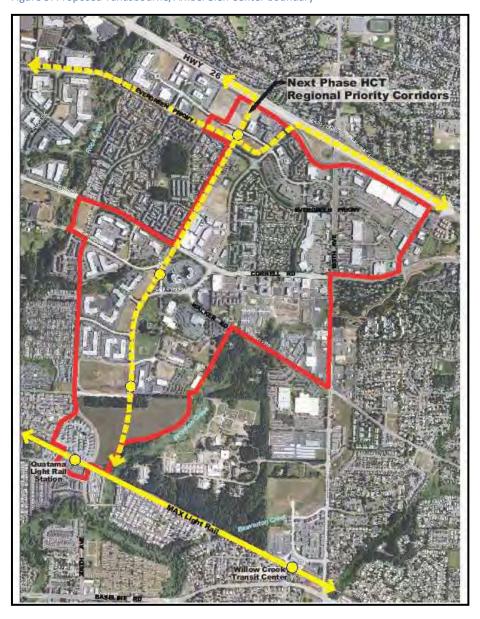
Main Street to Town Center to align this function with the regional vision. As one of the smaller towns in the Metro area with limited resources, future intensity and development of the Town Center will depend on continued public, private and non-profit partnerships and the COO advises that policy makers be explicit in their expectation that these partnerships be of service to supporting the Town Center.

Hillsboro Tanasbourne / AmberGlen Regional Center

The City of Hillsboro has requested to expand the existing Tanasbourne Town Center to include the adjacent AmberGlen area and change the designation to Regional Center, resulting in a total of eight Regional Centers on the 2040 Map instead of seven. Since the 2040 Growth Concept was adopted, the Tanasbourne area has grown into a sizable commercial destination. Though not mixed use, the commercial area is surrounded by single and multi-family residential. The adjacent AmberGlen site is one of the largest redevelopment opportunities in the region and Hillsboro has developed a public/private partnership for the area. The city estimates development capacity in AmberGlen / Tanasbourne to house over 30,000 residents and 23,000 jobs. The City has initiated a proposal to update the Tanasbourne area plan.

The city of Hillsboro's request for a Regional Center designation is linked with their aspirations to partner with Metro, Tri-Met and the private sector to put the tools and incentives in place to support the highest possible densities. Hillsboro envisions an extension of light rail to serve the area, use of green practices, and urban renewal to finance needed infrastructure.

Figure 5: Proposed Tanasbourne/AmberGlen Center boundary



The table below summarizes the consistency of Hillsboro's request with regional center policies:

| Regional Center policy | Summary response for Hillsboro Tanasborne / AmberGlen Regional Center |
|---|---|
| Accessible to hundreds of thousands | The addition of one more regional center means that the share of population available to other centers is smaller. However, between 2010 and 2030 the Urban Growth Report projects and increase of 224,000 to 301,500 new dwelling units within the Metro area, or an increase in hundreds of thousands of new residents. In addition, the redevelopment planned for Tanasbourne / AmberGlen would increase the number of residents in the center. |
| Mix of housing types to provide housing choices | The City has a policy to provide a mix of urban housing design types, densities and heights to serve a range of household ages and income levels. The City has not yet adopted specific zoning or tools to promote housing choice. |
| Allow the number of residents and employees needed to support High Capacity Transit | Plans for AmberGlen are intended to provide for the number of residents and employees necessary to support high capacity transit and the City is continuing to evaluate HCT feasibility. |
| Strategy to enhance | The City has adopted policies to enhance and develop the AmberGlen area and is initiating the next steps to develop the tools to implement these policies, including consideration of urban renewal. |
| Served by high- capacity transit or is proposed to be served; meets or is planned to meet the transit system design standards | An extension of HCT to AmberGlen is included in the Regional Transportation Plan as a future corridor. Hillsboro is initiating efforts to apply the system expansion policy in the RTP and document that housing and employment will support HCT. |
| Multi-modal street system and connectivity standards | Plans for AmberGlen call for an urban street grid to support walking, bicycling and transit use while accommodating vehicles. |
| Strategy to meet the non-SOV modal targets | Plans for AmberGlen call for mixed use development, parking management, street designs and high capacity transit investments to support non-SOV targets. |

| Parking management | Plans for AmberGlen call for a parking management program. |
|--------------------|--|
| program | |
| | |

| Additional Considerations | Summary response Tanasbourne / AmberGlen Regional Center |
|------------------------------|--|
| Detract from other centers? | To avoid detracting from other centers, Tanasbourne/AmberGlen Regional Center designation depends on continued growth in the region in general and Washington County in particular, stimulating high urban densities in the center and continued investments in other regional centers. In addition, Washington county has 15 town centers (including Cornelius) that need additional investments and market access. |
| Prioritize if more than one? | Hillsboro has plans and investment tools in place to support the Regional Center downtown and will continue this support. |
| Partnerships for success? | Property owners in the AmberGlen area have worked closely with Hillsboro to develop the plans for the area. Hillsboro intends to continue this partnership as well as partner with other service providers. |
| Analysis to support request? | Hillsboro has completed studies in partnership with the property owners to document the economic feasibility for the redevelopment in the AmberGlen area and have proposed additional analysis for the Tanasbourne area. |

Tanasbourne / AmberGlen - summary and recommendations

The Tanasbourne/AmberGlen area has the potential to develop into a unique regional center supported by a combination of public and private investments. In many ways, the area is a role model for public private partnerships and for aspirations for density that go beyond the typical suburban levels consistent with the focused development envisioned in the 2040 Growth Concept. Metro's Chief Operating Officer recommends that Metro Council approve this request for a regional center designation to demonstrate commitment to this transformation. Much work has yet to be done to transform this opportunity into reality, however. In order to develop as a successful, vibrant center, the Chief Operating Officer advises that policy makers be explicit in their expectations for local actions as part of their approval of this change. To achieve the aspirations for a Regional Center, Hillsboro will need to move forward on strategies to provide for mixed income housing and housing choice, densities to support HCT and Non-SOV use as well as bring the existing Tanasbourne area up to the mixed use and multi-modal standards of a Regional Center.

OTHER CHANGES TO THE 2040 MAP

Metro periodically updates the 2040 Map to reflect changes in policy that refine and illustrate the 2040 Growth Concept. These recommendations include an updated 2040 Map to reflect consistency with:

- Construction of light rail along Interstate Avenue and I-205.
- Construction of commuter rail along the Beaverton Wilsonville corridor.
- Planned light rail in the Milwaukie corridor and to Clark County and rapid streetcar in the Lake Oswego Corridor
- Regional transportation plan policies supporting future light rail or high capacity transit in the Southwest Corridor and the Foster/Powell corridor.
- Regional transportation plan policies designating key road alignments in the Sherwood Tualatin corridor, East Metro areas and the Highway 212/224 corridor.
- Urban and rural reserves designations.

In addition, the updated 2040 Map presents a simpler, less cluttered look, by consolidating inner and outer neighborhood designations and industrial and employment area designations, and removing some of the base features such as local roads. Centers shown on the 2040 Map reflect the recommendations for Happy Valley, Cornelius and Hillsboro.

Materials following this page were distributed at the meeting.

CLICK HERE FOR FULL REPORT







Comment period summary















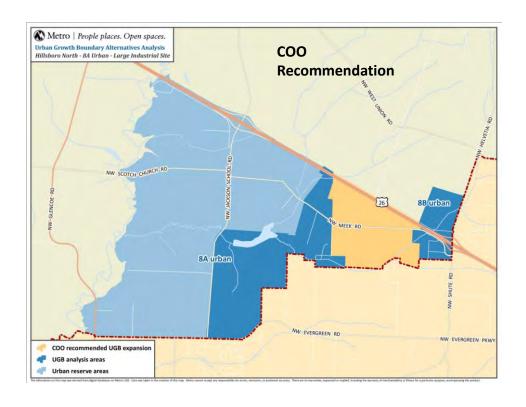


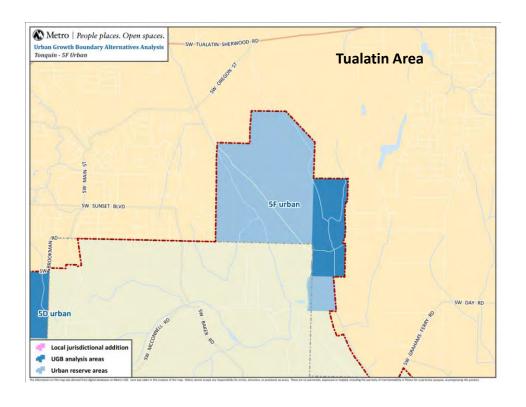
COMMUNITY INVESTMENT STRATEGY

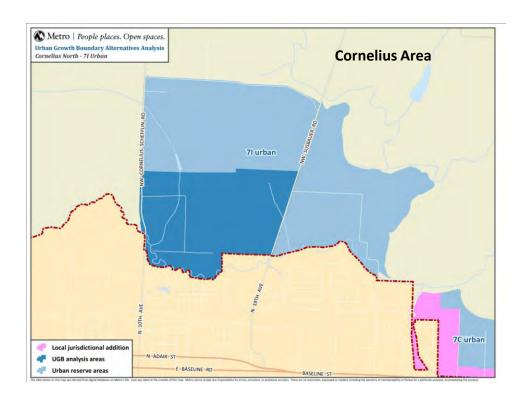
Building a sustainable, prosperous and equitable region

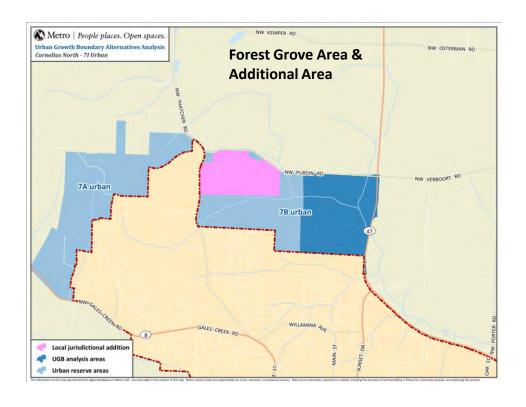
Engagement strategies and community response

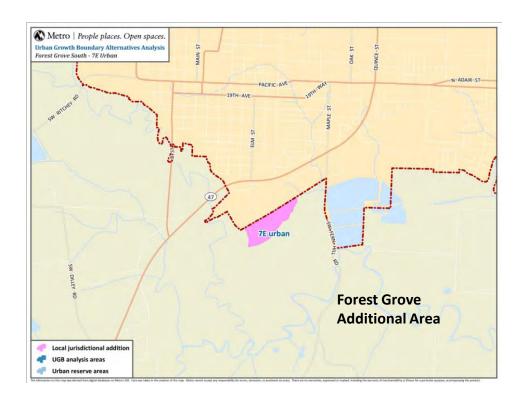
October 2010

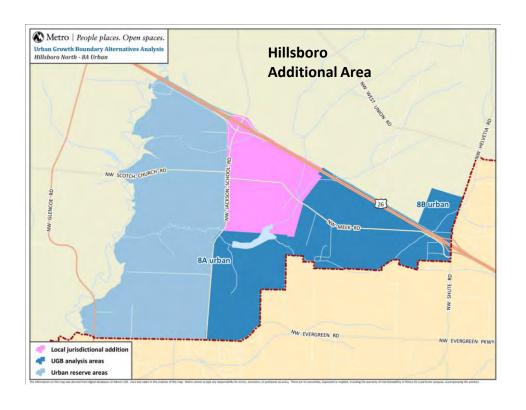














City of Portland Bureau of **Planning and Sustainability**

Sam Adams, Mayor I Susan Anderson, Director

October 13, 2010

To: Metro Policy Advisory Committee (MPAC)

From: Mayor Sam Adams and Commissioner Amanda Fritz

Re: Large Lot Industrial Land Needs – Lot Assembly and Brownfields

Last year, when the Metro Council accepted the Urban Growth Report, they directed Metro staff to work with MPAC to identify mechanisms to remediate brownfields and assemble smaller parcels inside the UGB to make them more "market-ready".

The work of MPAC's Employment Subcommittee has almost exclusively focused on regulatory protections and the replenishment process. While the COO's recommendations include encouraging statements about elevating brownfields as a regional priority, there is very little in terms of proposed policy changes or specific actions.

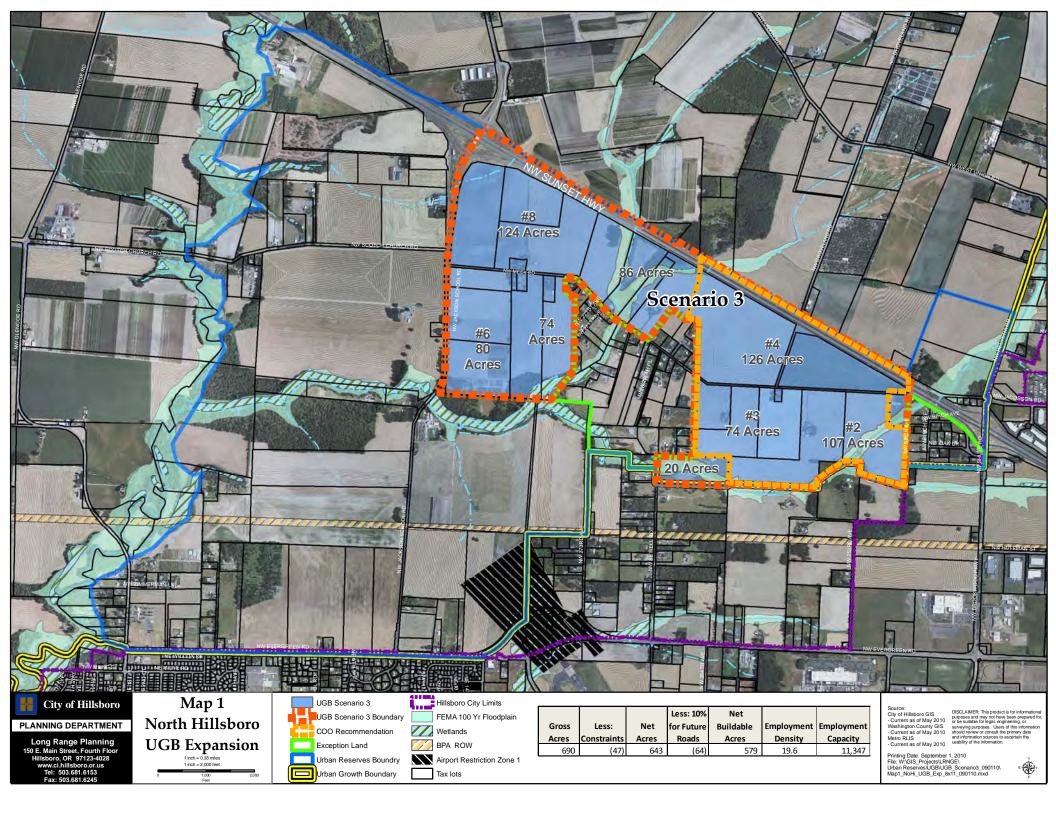
Metro has a vital role to play in terms of technical assistance and helping to develop innovative approaches to ownership and financing that allows us to unlock the potential of these brownfield sites and lot assembly opportunities.

Therefore, we propose the following Regional Framework Plan policy be added to the policies that address industrial land needs:

- 1.4.4 Facilitate investment in those areas of employment with characteristics that make them especially suitable and valuable for traded-sector goods and services *including brownfield sites and sites that are redevelopable.*
- 1.4.5 Ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet the marketplace demand of traded sector industry clusters for large sites and protect those sites from conversion to non-industrial uses.
- 1.4.6 Establish a program, in coordination with cities, counties and the Port of Portland, to consolidate smaller lots and parcels into parcels 50 acres and larger and to rehabilitate brownfields to help achieve Policy 1.4.5.

Planning

Sustainability





October 8, 2010

The Hon. Charlotte Lehan, Chair Metro Policy Advisory Committee 600 NE Grand Ave. Portland, OR

Dear Chair Lehan and MPAC members:

We are writing as members of the MPAC Employment Subcommittee that met between October 2009 and March 2010 to consider strategies to provide and maintain large lot industrial sites to respond to the 2009 Urban Growth Report that identified a demand for an additional 200-1,500 acres in sites larger than 50 acres. NAIOP has been an active participant in the region's discussions and policy making for an adequate inventory of sites for jobs and economic development and we continue to be committed to working with Metro on this critically important issue.

One of the recommendations of the Subcommittee identified in the May 5, 2010 final report memorandum to MPAC is item #6, create a land-metering mechanism to maintain the region's inventory of larger sites. The recommendation is that "as large sites inside the UGB get developed, they would be replenished through fast-track UGB expansions or through action that makes land inside the UGB available..." The recommendation includes elements of the mechanism and consistently refers to "vacant, buildable large sites" and states the "when the supply drops below the target (large sites are no longer vacant or buildable), the Metro Council has one year to return the baseline supply of large sites to its target." The term "site" is consistently used to identify the land supply. This is also consistent with the charge to the subcommittee which was to focus on "lot configurations (more than buildable acres in a single site) for traded sector industrial uses." The entire focus of the discussion of the subcommittee was on sites that were available in the market to meet user requirements.

It came as a surprise therefore when at the MTAC meeting on October 6, 2010, Metro staff responded to a question about the proposed Title 4 language to implement this process in a way that was inconsistent with our understanding of the intent of this recommendation. Specifically, the answer given was that if a building was constructed on a portion of a site by a user, and there remained land on the site in excess of 50 acres that the site would still be in the available inventory and would not trigger the replenishment process. This is completely counter to our intent of the recommendation.

This recommendation was based on making sites available in the inventory for traded sector users to create new job producing facilities. The intent was to ensure a supply of large sites for users, a market choice inventory of sites, not a vacant land inventory. The rationale for this is easy. If a site in excess of 50 acres is purchased by a firm for their use, that site is no longer on the market. Even if the first phase of their

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Monte Haynes GVA Kidder Mathews

Dana Krawczuk

Scott MacLean Norris Beggs & Simpson

Kirk Olsen
DP Partners

Brian Owendoff CB Richard Ellis

Jeff Reaves Group Mackenzie

Alex Vulic ProLogis

Ann Young US Bank

Executive Director

Kelly Ross

Fax: (503) 597-3668

development results in 50 acres of that site still being available for development, the site is not on the market for another user.

An example of this situation is the Genentech site in Hillsboro. Genentech purchased a 75 acre parcel and has developed approximately 12 acres of the site for their first phase operation. They still own the remaining 63 acres for future development. If the metering system was in place today, and following Metro staff's interpretation, the remaining portion of the site, since it is in excess of 50 acres, would still be considered to be in the inventory and would not trigger the replacement process. In reality, the remaining portion of the site is not available for another user and the remaining acres are not part of an available inventory.

We believe we are not alone in our interpretation of the intent of the recommendation of the subcommittee. We have reached out to other members and they agree with our intent.

Greg Manning of NAIOP submitted a letter to the Council dated September 29, 2010 with our comments on the COO's Community Investment Strategy. In that letter, Greg stated that NAIOP "cautiously endorse(d)" the concept of a land metering system. Based on staff interpretation of the MPAC employment subcommittee recommendation on this issue, we firmly do not support such a system. We restate that our understanding of the intent of our recommendation on the subcommittee is that the region would have an inventory of 50 acre and larger sites for traded sector investment. Simply having an inventory of vacant 50 acre or larger pieces of land, regardless of whether they are available for development, does not meet the identified need for attracting and retaining those firms that are critical to the region's economic prosperity.

We request that MPAC consider this issue and the true intent behind the large site inventory supply. Specifically, we recommend that Section 3.07.460, paragraph B. (a) be modified by adding additional language at the end of the sentence as follows: Contiguous lots or parcels in the same ownership totaling 50 acres or more and are available for purchase or lease.

Sincerely.

Mark Clemons

NAIOP Board Member

Chair Public Affairs Committee

Mike Wells NAIOP Board Member

Chapter President Elect

CORNELIUS EAST ANALYSIS AREA (7C)

Cornelius East
Analysis Area
Total Acres 62
Gross Vacant Buildable Acres - 56
Total Constrained Acres - 6
Estimated Dwelling Unit Capacity - 638
Significant Natural Resource - 4
Estimated Employment Acres - 0

General Description (see attached map)

The Cornelius East Analysis Area, a portion of the larger Cornelius East Urban Reserve (7C), lies just to the east of the city of Cornelius and abuts Highway 8. This mostly L-shaped area totals approximately 62 acres of land and is basically the south and west section of Analysis Area 7C.

The area's east-west connection is by State Highway 8. The north-south access is provided by NW $341^{\rm st}$ Avenue and to some extent NW $338^{\rm th}$, $336^{\rm th}$ and $334^{\rm th}$ Avenues. The Portland-Western Railroad line bisects the northern portion of the L-shape, providing service to Cornelius, Hillsboro and Forest Grove. The Jobes Ditch riparian area and wetland is the natural resource on the western boundary of this Analysis Area.

Parcelization, Building Values, Development Pattern (see attached aerial)

Cornelius East contains 29 tax lots. There are 21 tax lots whose entire parcels are located in the Analysis Area. There are 2 tax lots that are partially located inside the current Urban Growth Boundary and partially in the Analysis Area. There are 4 tax lots that that are partially located in the Rural Reserves area. There are 2 tax lots that are located totally within Urban Reserves area, but only partially in the Analysis Area. All tax lots are located north of State Highway 8, except for one (1) south of the highway that abuts the eastern most boundary of the City.

There are 4 parcels that are larger than five acres, all of the remaining lots are between 0.18 and 4.75 acres. Over half (15) of the 29 parcels are 1 acre or less is size. There are 6 parcels that have not been developed. Median parcel size is 0.96 acres, with a maximum of 11.87 acres. Improvements are recorded for 22 tax lots, with a median value of \$53,850 and only one lot with improvements valued over \$200,000. Land use is primarily residential, with some agriculture activity taking place on one large parcel on the north and one on the south sides of State Highway 8. West of the Analysis Area is the City and the Urban Growth Boundary. To the south, there is urban development across State Highway 8 down to the Union Pacific Railroad line.

GOAL 14 LOCATIONAL FACTORS (METRO CODE SECTION 3.01.020)

Public Facilities and Services

Orderly and economic provision of public facilities and services

The Analysis Area is positioned very well for the extension and provision of City water, sanitary sewer, storm sewer and transportation connectivity. Water, sanitary and storm sewer services have been extended on the south side of State Highway 8 approximately to NW 336th Street. There is also a major Clean Water Services trunk line (sanitary sewer) located in the Council Creek and Jobes Ditch corridor that could serve the northwest corner of the Analysis Area. The City has the

ability and willingness to provide urban services and all major infrastructure systems are either available or can be extended to serve this area.

The Analysis Area is currently served by a developed east-west (State Hwy. 8) and north-south (NW 341st, 338th, 336th and 334th Ave.) street system providing vehicular access to all current parcels. The cost to improve these streets to City standards would be the responsibility of private development/re-development as it occurs. Stormwater is currently managed through unimproved ditches located in the public right-of-way. The conveyance and treatment of stormwater is done at the time of development, when the system is sized to correspond to private property improvements. The cost of storm sewer improvements would also be paid for by private development. The following general construction costs are estimates based on extending water and sanitary sewer services to the existing properties for connection. More detailed concept plans, consistent with the requirements of Metros Title 11 will be necessary to develop more refined cost estimates.

Sanitary Sewer Services - \$347,415 Water Distribution Services -\$360,065

ESEE Analysis

Comparative environmental, energy, economic and social consequences Environmental

The northwest portion of the Analysis Area abuts the Council Creek corridor and the Jobes Ditch wetland. The extreme west finger of the Analysis Area includes a portion of Jobes Ditch south of the railroad tracks. This finger is a Division of State Lands Mitigation area (Det. # 98-0328, 00-0052, 00-138) and is approximately 4 acres in size. Council Creek and Jobes Ditch riparian areas are both identified as Significant Natural Resources in the City of Cornelius Natural Resources Protection Plan, a State Goal 5 approved plan. As such these significant natural resources would be protected and not developed.

There are no other natural resource or wildlife habitat lands in, near or abutting the Analysis Area.

Energy, Economic & Social

This small area, composed of 29 parcels is almost completely rural residential. The area also includes 3 commercial businesses abutting State Highway 8 and 2 properties with residences practicing agriculture. The economic impact from the loss of the agricultural uses would be minimal. However the potential economic impact of urbanization from new residential development and infill residential redevelopment will provide positive economic impact to the area. The redeveloped frontage along State Highway 8 with its mixed-use (medium-density residential and commercial) will also outweigh any agriculture economic loss in the Analysis Area.

There are approximately 4 acres of identified Significant Natural Resource that are located in the extreme west finger of the Analysis Area. This resource has been delineated as a wetland and is currently protected as a Division of State Lands wetland mitigation area. Therefore, there are no costs associated with protection of this resource, but there may be small positive impacts to property value and recreation expenditures that may impact the local economy. Overall this Analysis Area will have some immediate positive economic impacts from residential redevelopment to urban densities. There will be low social and energy consequences from urbanization of this area.

Avoidance of conflict with regionally significant fish and wildlife habitat

There are approximately 4 acres of identified Significant Natural Resource located as the extreme west finger of the Analysis Area. This resource has been delineated as a wetland and is currently protected as a Division of State Lands wetland mitigation area. The northwest corner of the Analysis Area abuts the Council Creek and Jobes Ditch floodplain. Future development in this upland are would be required to address resource protection at that time. City of Cornelius, the expected governing body, has adopted habitat protection measures that are in compliance with Metro's Title 13 requirements as part of the Tualatin Basin Natural Resource Coordinating Committee's protection program and in compliance with State Goal 5. Existing development within the northwest corner of the UGB adjacent to the analysis area has consistently maintained a clearly identified buffer between the stream/wetland and urban development. As this pattern continues east of the stream/wetland within the Analysis Area, impacts to regionally significant fish and wildlife habitat will be minimal. The identified habitat area is also buffered by the presence of a 100-year flood plain, limiting development opportunities and further protecting the important habitat areas.

Agricultural/Forest Compatibility Protection of farmland that is most important for the continuation of commercial agriculture in the region

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this area as an urban reserve means farmland within this analysis area is not the most important for the continuation of commercial agriculture in the region.

Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB

There are no conflicts with nearby agricultural and forest uses. The Analysis Area in general is bordered by urban reserves on the north; existing City and Urban Growth Boundary on the west; a stream corridor and floodplain on the northwest; on the east by floodplain and a small portion of rural reserves. The small urban/rural reserves border in the east section of the Analysis Area is sandwiched between State Highway 8 and the Union Pacific Railroad line, this limits the abutting agricultural operations do to size of the parcels, access to water and access to rural roads.

Transportation conflicts between urban and rural uses do not exist. The Analysis Area is serviced by State Highway 8 as its main east-west arterial. The local north-south streets (NW 341st, 338th, 336th, & 334th) in the Analysis Area only connect with State Highway 8, they do not provide connection north into or across rural reserve land. State Highway 8 is a large enough facility to service any pass through agricultural or forest industry traffic along with urban traffic. The one farm located in the northwest corner of the Analysis Area historically and currently uses NW 341st to access State Highway 8, without conflict. The land owner of this farm has wanted to annex into the City of Cornelius since 2002 for residential development.

Clear transition between urban and rural lands, using natural and built features to mark the transition

The natural features in the northwest portion of the Analysis Area that mark a clear transition between urban and rural lands is the riparian area and floodplain of Council Creek and Jobes Ditch. The majority of the east and north Analysis Area boundary abuts urban reserves and not rural reserves. A small section of the northeastern most corner of the Analysis Area abuts the floodplain

of a small tributary of Dairy Creek. The easternmost boundary of the Analysis Area on the north side of State Highway 8 also abuts the expansive floodplain of Dairy Creek. The one parcel that is located on the south side of State Highway 8 is separated from rural reserves by the Union Pacific Railroad line on its southern boundary and abuts rural reserves on its eastern property line. Overall, the Analysis Area has excellent natural and built features to mark transition between urban and rural lands, with only one exception approximately 706' along the south and eastern most parcel.

2040 Growth Concept Contribution to the purposes of Centers

The Cornelius East analysis area is between two 2040 Growth Concept designated centers, the Hillsboro Regional Center and the Forest Grove Town Center. The area is directly linked to both centers via State Highway 8 and with TriMets' Bus # 57 providing frequent service. The northern Portland Western Railroad line abuts the northwest portion of the Analysis Area. This rail line connects directly to the western most MAX stop in Hillsboro and is planned for future light rail extension and connection between Hillsboro, Cornelius and Forest Grove. The Analysis Area is located approximately 1.25 miles from the existing Cornelius Main Street District and about .75 miles from the proposed Cornelius Town Center. Cornelius East development will support the continued growth of the Cornelius Town Center.

CORNELIUS NORTH ANALYSIS AREA (71)

<u>City of Cornelius Supplement</u> to Metro Analysis

General Description

We agree with Metro analysis, with the following minor modifications:

Our calculation of total area acres and employment acres differ slightly from Metro's report. Total CORNELIUS NORTH AREA acreage is closer to 198 acres and unconstrained employment land is about 152 acres.

Parcelization, Building Values, Development Pattern

We agree with Metro analysis, with the following exceptions and additions:

We do not know what makes the "large block of surrounding farmland to the north of Cornelius and Forest Grove. The number of owners, parcelization, Exception Area islands, rural residential subdivisions, and road connections and interruptions is typical of rural land outside the UGB throughout the region. There is some increase in size of parcels, irrigation and measurably richer soils north of broad Dairy Creek floodplain, but this study area is not part of that Rural Reserve area. The meat-packing business in the middle of this area is primarily a commercial use.

This area is sized to include 150 buildable acres for large lot industrial develop by seven willing owners, and so that an east-west connection can be built efficiently between existing roads Hobbs Rd. at Susbauer and Spieschart Rd. at Cornelius-Schefflin

Two new bridges, built to urban standards with sidewalks and costing \$9 million, connect land north and south of Council Creek on the east and west sides of this area. There are Power line easements along Cornelius-Schefflin, Susbauer, and Spieschart Roads. The United Methodist Cemetery covers five acres of the southwest corner.

Public Facilities and Services

We agree with Metro analysis, with the following exceptions and additions:

Metro cost estimates for urban services are very high, maybe by a factor of ten. One of two of the major north south arterials and both bridges connecting the Area to Cornelius' Town Center and Highway 8 are already improved to urban standards at a cost of less than \$14 million. Some urban services, including water, have already been extended to serve residential use in the area. Cornelius already provides police, fire and library services to this area. Most of the rest of the cost of public facility extension will be paid for by private development under the City's up-to-date systems development charges.

Environmental Consequences

We agree with Metro analysis, with the following additions:

Employment development in this Area will allow Cornelius to balance the number of local jobs with local housing, and thus reduce the pollution/carbon emissions produced by commuters. Please amend the finding that future development will (rather than could) occur with minimal impact to the natural resource, the "ample city plan provisions and regulations to protect natural resources".

Energy Consequences

We agree with Metro analysis, with the following additions:

Employment development in this Area will allow Cornelius to balance the number of local jobs with local housing, and thus reduce the energy used by commuters.

Economic Consequences

We agree with Metro analysis, with the following additions:

Employment development in this Area will allow Cornelius to balance the number of local jobs with local housing, and thus reduce the economic burden of long commutes to jobs miles away. Also the property taxes from employment development will benefit the local jurisdiction by helping to pay for local services.

Social Consequences

We agree with Metro analysis, with the following additions:

Employment development in this Area will be a be a significant social benefit to the City of Cornelius, by providing jobs within walking and biking distance, paying for parks and trails through SDCs, reducing family costs for transportation, and allowing for a more complete, financially stable and sustainable community.

Agricultural Compatibility

We agree with some Metro analysis, but with the following additions and a different conclusion:

It is inaccurate to report that "This extensive block of farm land extends for miles to the north, west and east and is intensely farmed for numerous agricultural products." This land is not a "block" of land, not "intensely farmed", nor does it extend for miles in three directions. The half-mile wide Dairy Creek floodplain is just a half-mile north of the existing City limits of Cornelius. "Exception" land (which is historically recognized as partially-urbanized, small parceled land) borders this area to the north and immediately to the west. The City of Hillsboro lies less than a mile further to the east on the other side of Dairy Creek. Washington County's comparative analysis of farm land in the area maps this Area as less suitable for farming than the area north of Dairy Creek and south of the Tualatin River. Farming that occurs in the Cornelius North Area is predominantly "dry land farming" with no irrigation, farmed by lease and produces barely enough profit, say the owners, to pay current taxes.

Employment development in this Area could actually reduce traffic along Susbauer and Cornelius-Schefflin roads from commuting, because many of the jobs will be consumed by the 4,000 of the 8,000 workers in Cornelius who currently commute to work in distant places. People prefer to work locally if given an option to save time, gas, money and enjoy the walk. Moreover, new development will largely pay for road improvements and alternative routes so that farming and better balanced urban communities can co-exist in western Washington County.

With mitigation measures required in the Cornelius Development Code to buffer farm and industrial uses, the proposed urban uses can be compatible with the agriculture activities that occur outside the UGB.

Contribution to the Purposes of Centers

We offer the following alternative analysis and support of a stronger positive finding of the Area's contribution to Centers, based upon an existing Cornelius Town Center, rather than the neighboring Forest Grove and Hillsboro Centers:

The Cornelius North area is almost completely within a half-mile walking distance from the proposed Cornelius Town Center. Urbanization of Cornelius North will support not only the balance of jobs and housing necessary for a complete, balanced, walkable community, but it will also support the Cornelius Town Center with employment traffic to and from the Center and new customers for its concentration of businesses, services and amenities.

It is inaccurate to say that Cornelius "envisions the creation of a new Town Center over the next 10-20 years". The City has applied for its center of town, historically designated a Main Street, to be recognized as the Town Center it already is. The Center currently has greater density and more amenities and activities than a third of Town Centers recognized on the Regional 2040 Map.

city of forest grove

September 30, 2010

Metro Council 600 N.E. Grand Avenue Portland, Oregon 97232

Re: Proposed UGB Expansion for a portion of the Purdin Road Area (Urban Reserve Area 7B)

Dear Councilors,

Forest Grove's primary comment on the COO recommendation relates to the proposed Urban Growth Boundary Expansion. The COO report indicates a need between 200 to 1,500 acres for large-lot industrial need. While within the range, we are concerned that the COO's recommendation for 310 acres is too small. The attached memo prepared by Bill Reid, the city's economic consultant, indicates a 20 year need for about 1,200 acres of large lot industrial sites for western Washington County. This is based on a study previously submitted to Metro by the City of Hillsboro. Besides the projected need, the memo indicates that four other high-tech markets which the Portland region competes with nationally have from 1,100 to 2,000 acres of development ready large-lot industrial sites. In short, without additional lands designated for such sites, the Portland region is at a competitive disadvantaged. Much of these needed sites must be located in a manner to take advantage of the high-tech industrial clusters developing in the Hillsboro area. These clusters have been well documented in a variety of studies submitted to Metro.

Why Forest Grove?

The City proposes the land shown on the attached map being brought into the UGB at this time. It would include 116 gross acres of industrial land and 84 acres when identified vegetative corridors are considered. This reflects one of the options submitted to Metro in August and September. It reflects the industrial objectives for the City and affected property owners. With this concept, the City believes that the land could be made available for development within five years.

The area shown for large-lot industrial meets regional and local needs. Regionally, the site offers truly unique services not available elsewhere in the region. Forest Grove has its own electric utility and offers electricity at about 37 percent less cost then PGE. In other words, the Forest Grove industrial area contributes to a variety of sites within the region by offering services at a rate no where else offered in the region. Because of this unique offering, Forest Grove has been a finalist for several different firms requiring high energy use. Having this variety enhances the region's ability to capture new industrial investments.

The need for flexibility and variety of sites was supported in the Growth Management Assessment released by the COO. The assessment states:

"Large lot demand will be the result of the decisions of individual firms so it is inherently difficult to forecast. It may be preferable from a policy standpoint to have flexibility to accommodate traded sector firms." (page 15) and

"Individual industrial sectors... have specific...needs. Efforts to attract firms in these sectors could be more successful if there were a variety of sites from which to choose. When deciding where within the 200-to-1,500 acre range to plan, the Metro Council should consider whether future firms have adequate site choices." (Page 56)

The Forest Grove large lot industrial sites can help meet that regional need.

Locally, Forest Grove is without a large-lot industrial area in the community. The largest single parcel is 34 acres in size. It has made the final site selection for two companies over the past four years due in part to the low power rates. However, its location near a residential area and schools precluded its selection. There have been other proposals the city could not even compete for due to the lack of larger parcels.

As indicated in the memo from Mr. Reid, the City lacks sites of 50 acres or greater and the need for at least one site each of 50 to 100 acres and over 100 acres. According to the Economic Opportunities Analysis adopted by the City Council and used as the basis for complying with State Planning Goal 9 requirements, this need is for the next 20 years. Without the site, the City's ability to meet its Goal 9 requirements is compromised.

The proposed site is well suited for industrial. It is immediately adjacent to the existing UGB. Most of the property is flat. It would be well separated from existing and future residential areas due to natural resource buffers and planned non-residential uses for lands adjacent to the site.

We believe that this site would provide an excellent addition to the large-lot industrial inventory to the region by adding a diverse site not found elsewhere in the region.

Sincerely,

Peter B. Truax,

Mayor



MEMORANDUM

DATE:

July 19, 2010

To:

Jon Holan, Director

Community Development
CITY OF FOREST GROVE, OREGON

FROM:

Bill Reid, Principal

JOHNSON REID, LLC

SUBJECT:

City of Forest Grove Competitive Large Industrial Site Need

This memorandum is intended as a summary of estimated need for large industrial sites within the City of Forest Grove through the year 2028 and 2030 and review of City concept planning to accommodate need.

BACKGROUND

Regional Large Industrial Site Need

Metro, with its partner jurisdictions throughout the Portland metro area, has recognized a need for *large* industrial sites to be added to the urban growth boundary that can serve as *competitive*, *development ready* supply since publication of its draft 2010 Urban Growth Report.

- Here, "large" industrial sites are classified as single tax lots or assembled, contiguous parcels equaling 50 aces or more.
- "Competitive" indicates an adequate supply of industrial land suitable for key industry clusters in the Portland metro area, including the West Washington County High-Tech, Solar, and Bio-Tech/Bio-Pharma industry clusters and industries specific to the City of Forest Grove.
- "Development ready" indicates large industrial sites that are physically suitable for industry need, can be easily served with infrastructure, lack significant environmental or brownfield remediation issues, and can be made available to development approval within a 180-day window.

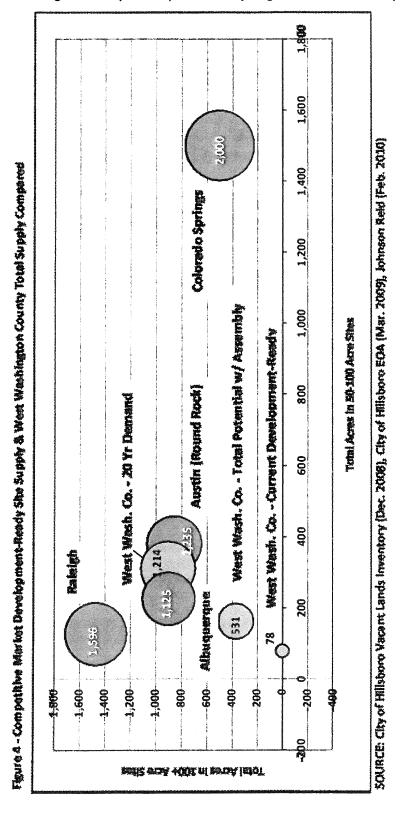
As of the date of this memorandum, Metro is considering a range of 200 acres to 1,500 acres in large industrial sites so described above to potentially add to the Portland metro urban growth boundary.

West Washington County Industry Cluster Need

Research conducted by Johnson Reid on behalf of the City of Hillsboro and its economic partners found that western Washington County presently has an uncompetitive supply of large industrial sites readily available and development-ready compared to its competitor regions nationwide. The result of the research, presented on the following page, compares total inventory of development-ready 50+ acre sites (total acreage) in high-tech markets across the country and western Washington County. Green bubbles represent development-ready inventory in other markets denoted by total acreage available, while orange bubbles denote different calculations of development-ready sites in West Washington County.



Figure 1: West Washington County Development-Ready Large Industrial Site Competitiveness





Analysis found the following:

- West Washington County only has 78 acres (single site) of development-ready industrial land suitable for the High-Tech, Solar, or Bio-Tech/Pharma clusters (smallest orange bubble) compared to the hundreds of acres that national competitors for these industries actively market.
- The West Washington County cluster has up to 531 acres of potential large site inventory within the urban growth boundary *very aggressively* assuming 100% success with site assembly of the many smaller, available parcels (medium orange bubble).
- The West Washington County subregion could potentially be large site-competitive should it supply roughly 1,200 acres of development-ready large sites (largest orange bubble). This would require 100% success with assembly of parcels within the UGB, highly concentrated in Hillsboro, as well as significant addition of land with development-ready status.

FOREST GROVE LARGE SITE NEED

Forest Grove & West Washington County Clusters

As part of its economic development and land need planning efforts, the City of Forest Grove underwent periodic review in 2008, which included a new Economic Opportunities Analysis ("EOA") consistent with Statewide Planning Goal 9. As part of that process, five key economic clusters were identified as highest priority for local and regional economic development. Key clusters already with significant presence in Forest Grove or emerging and growing in the Forest Grove economic area comprise:

- 1. High-Tech
- 2. Agriculture Value-Added (Manufacturing)
- 3. Tourism (Specifically Winery-Related)
- 4. Higher Education
- 5. Retirement Services

As noted above, the West Washington County High-Tech cluster is already present in Forest Grove, notably Merix Corporation among others. High-capacity, redundant power and high-capacity, high-quality water utilities for high-tech manufacturers are offered by the City of Forest Grove not unlike Hillsboro. The City of Forest Grove is, therefore, a candidate for high-tech cluster business growth among different user sizes. As documented in the City EOA, electrical power rates are at a sizeable discount (40%) to rates offered in other nearby jurisdictions due to the City's independent operation of the Light & Power utility. The City-affiliated utility purchases power directly from the Bonneville Power Administration, allowing very competitive rates for industrial users. The City, therefore, offers cost-of-business differences from other jurisdictions in the region that may be crucial to business prospects that are more sensitive to power costs.

Moreover, Forest Grove is also home to a significant presence of agriculture-related industry and value-added food products manufacture. High-capacity, high-quality water and high-capacity, redundant power have also enabled Ag Value-Added industry to figure strongly in the local economy. As identified in the Forest Grove EOA, the sustainable agricultural products movement and rapid industry growth affords continued opportunity for Forest Grove to grow its Ag Value-Added cluster.

Forest Grove Competitive Large Industrial Site Need

During the EOA process for the City, it was documented that Forest Grove is completely lacking in large industrial sites over 50 acres, despite the presence and growth potential of regionally



significant industry clusters, not to mention locally significant industries. Given the role of Forest Grove in regional cluster presence, its competitively priced, high-capacity utilities, and the role of the City in maintaining a competitive supply of large industrial sites for West County regional clusters and its own agglomeration of industry, Forest Grove should plan to supply at least one site of the following size qualities:

- Cluster Anchor Site: One site of at least 100 acres for a twenty-year planning period to provide site selection for the three West County regional clusters, as well as for maintaining and growing Forest Grove's own Agriculture Value-Added cluster as well.
- Large Site: One site between 50 and 100 acres for either a larger single user, or more than
 one user in a larger park or campus configuration. The site would accommodate the clusters
 already mentioned.

Purdin Road Concept Planning Area

As a result of its EOA process and further coordination with other West Washington County jurisdictions in competitive industrial land supply provision, the City of Forest Grove has sought to identify potential areas suitable for future large industrial site use by the mentioned key, regional and local industry cluster businesses.

The City has specifically identified 221.2 gross acres immediately north of its existing City limits and metro area Urban Growth Boundary for large industrial site provision. Candidate large industrial site acreage is part of a 501.9-acre concept planning area ("Purdin Concept Area") that also includes other employment, commercial and residential uses. Figure 2 on the following page provides an aerial map of the Purdin Concept Area, as well as a current, draft design type map of the area.

The City of Forest Grove has verified a vegetative corridor running west to east through the Campus Industrial (Large Lot)-designated area, visible in the aerial map. As such, the design type area is divided into two distinct sites. City calculations for the Campus Industrial (Large Lot) areas are as follows:

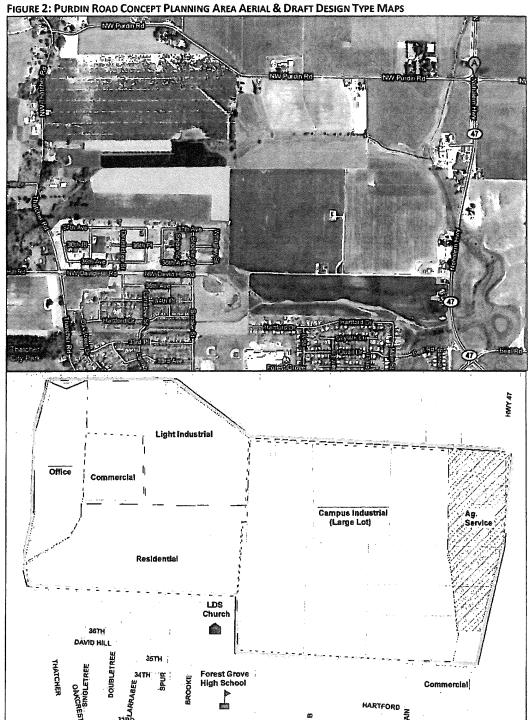
- Campus Industrial Site A (Southern Portion): 129.4 gross acres, ~120 acres net, ~96 net developable acres accounting for a 20% reduction due to public facilities including right-ofway access.
- Campus Industrial Site B (Northern Portion): 91.8 gross acres, ~50 acres net, ~38 acres net development with similar 20% reduction assumption. The vegetative corridor has a greater effect upon developable area calculation for Site B than Site A. However, as is evident in some larger user sites in Hillsboro, vegetative corridors are frequently amenitized by users for employee and public trail/recreational use to positive effect.

A review of the above two sites was conducted based on the seven key features of site needs by West Washington County clusters as identified in the 5-City EOA process. The Purdin Road Concept Area meets all of the following necessary qualities for the clusters:

- Proximate High-Capacity, Continuous Electrical Power at Competitive Rates;
- Proximate High-Capacity, High-Quality Water Supply;
- Proximate Highly-Skilled/Educated Workforce with Existing High-Tech Cluster Investment;
- Flat, Seismically Stable Land without Brownfield Costs & Risks; and
- Proximate, Diverse Transportation Infrastructure (Freeway, Air, Rail) Forest Grove is the most distant West County jurisdiction from Highway 26, the primary freight corridor used by cluster firms. However, location of the Purdin Road sites immediately proximate to State Highway 47 and its connectivity to Highway 26, and State Highway 8 (TV Highway) maximize freight access potential for new industry seeking location in Forest Grove.



Give the above site qualities, as well as the documented need by Forest Grove to provide competitive large site supply, we find the candidate large sites studied by the City of Forest Grove to maximize both regional and local cluster site needs.



SOURCE: Google Maps and City of Forest Grove

PLUM HILL Holzmeyer PURDIN VERBOORT

Proposed Land Use

Purdin Road Urban Reserve Land Use

Friends of Lone Fir Cemetery present the Sixth Annual

Tour of Untimely Departures Sunday, Oct. 31, 6 to 9 p.m.

Look into the past...

Tickets \$10 per person, \$15 family (2 adults 2 kids)
Limited ticket sales at the event are first-come, first-served basis.

- OR -

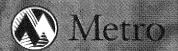
Reserve your tour online at www.ticketswest.com

Metro's Lone Fir Pioneer Cemetery Entrance is at SE 26th and Stark TriMet busline 15

Please no alcohol or pets - some adult content.



Proceeds of this event help the Friends of Lone Fir Cemetery. For more information go to www.friendsoflonefircemetery.org/events.html



Come see the spawning salmon this fall at Oxbow

ach year, the fall Chinook in the Sandy River carefully choose where they will create a redd (salmon nest), spawn and then die. The map (see reverse) shows where salmon have spawned in the past – locations can change from year to year.

When looking for fish, find a place in the river where a stretch of calm, slow moving water changes into a bubbling rapid. Be patient, stand still and watch the water for several minutes. If fish are spawning there, you will eventually see dorsal fins break the surface of the water, the splashes of female salmon digging their redds and male salmon chasing one another while competing to spawn with a female.

Remember! The Sandy River fall Chinook salmon are an endangered species. It is against the law to fish for, catch or disturb these beautiful and important fish.



Salmon viewingOct. 16, 17, 23 and 24
11 a.m. to 3 p.m.

Naturalists are on hand at the river's edge to help spot spawning salmon and interpret their behavior and life cycle. Special salmon-viewing glasses are available on loan. Salmon viewing proceeds rain or shine. The trail is unpaved and fairly level; wear good walking shoes. Inquire at the entry booth for starting location of the salmon viewing then follow the signs to the salmon! Suitable for all ages.

Saturdays only Mushroom walks October 16 and 23 2:30 to 4 p.m.

Join naturalist James Davis for an exploration of the abundant fungi in Oxbow's ancient forest. On this beginner's mushroom walk, learn the basics of mushrooms and other fungi and how to go about identifying this complicated group of strange and fascinating life forms. While not all specimens are identified, this introduction will deepen your appreciation of the amazing variety of shapes, colors, textures and smells that make these life forms so intriguing. Suitable for adults and children 12 and older. Meet at Alder shelter (group picnic area A) at 2:15 p.m.

Programs are free with a \$5 per vehicle entry fee to the park. Registration not required. Leave pets at home. For more information, call 503-797-1650.

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