

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Sept. 28, 2011
Time: 5 to 7 p.m.
Place: Council Chambers

- | | | | |
|---------|-----|---|------------------------------|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Charlotte Lehan, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Charlotte Lehan, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| 5:15 PM | 5. | <u>** CONSIDERATION OF THE SEPT. 14, 2011 MPAC MINUTES</u> | |
| | 6. | <u>ACTION ITEMS</u> | |
| 5:20 PM | 6.1 | * Recommendation to the Metro Council on Ordinance 11-1264 | John Williams
Tim O'Brien |
| 6:55 PM | 7. | <u>MPAC MEMBER COMMUNICATION</u> | |
| 7:00 PM | 8. | <u>ADJOURN</u> | Charlotte Lehan, Chair |

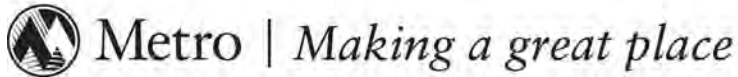
* Material included in the packet.

** Material will be distributed in advance of the meeting.

Material will be provided at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

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



2011 MPAC Tentative Agendas

Tentative as of Sept. 21, 2011

<u>MPAC Meeting</u> September 14 <ul style="list-style-type: none">• 2011 Growth Management Decision (Discussion)• Sustainable Communities Regional Planning Grant Application (HUD) (endorsement)	<u>MPAC Meeting</u> September 28 <ul style="list-style-type: none">• 2011 Growth Management Decision (recommendation) <u>League of Oregon Cities Annual Conference</u> September 29-October 1 Bend
<u>MPAC Meeting</u> October 12 <ul style="list-style-type: none">• Greater Portland Vancouver Indicators (Greater Portland Pulse)• Southwest Corridor Project Update and Land Use Work	<u>MPAC Meeting</u> October 26 <ul style="list-style-type: none">• Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (discussion)
<u>November</u> <i>Possible joint MPAC/JPACT workshop on Climate Smart Communities Scenarios: results and preliminary recommendations</i>	
<u>MPAC Meeting</u> November 9 <ul style="list-style-type: none">• Southwest Corridor Status Report <u>Associated Oregon Counties Annual Conference</u> November 15-17, Location to be determined	<u>MPAC Meeting</u> November 23 (Cancelled)
<u>MPAC Meeting</u> December 14 <ul style="list-style-type: none">• Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (Recommendation)	

Continued on back...

Projects to be scheduled:

- East Metro Connections Plan
- Community Investment Initiative
- Industrial and employment areas for development-ready land for job creation
- Affordable housing/housing equity
- Downtowns, main streets, station communities development implementation
- Solid Waste Road Map

Parking lot:

- * Planning areas adjacent to UGB
(e.g., hamlet in undesignated areas)
- * Invasive species management

Note: Items listed in *italic* are tentative agenda items.

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): Ordinance No. 11-1264, For the Purpose of Expanding the Urban Growth Boundary to Provide Capacity for Housing and Employment to the Year 2030 and Amending the Metro Code to Conform

Presenter(s): John Williams

Contact for this worksheet/presentation: Tim O'Brien, x1840

Date of MPAC Meeting: September 28, 2011

Purpose/Objective

(what do you expect to accomplish by having the item on *this meeting's* agenda): (e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

The September 6 draft of Ordinance No. 11-1264 recommended that the Metro Council include the South Hillsboro and South Cooper Mt. analysis areas in the UGB to meet a residential land need focused on the low end of the middle third of the forecast range.

Discuss the residential demand forecast range and the two analysis areas identified in the draft ordinance resulting in a recommendation on where in the range the Council should direct its growth management decision and which areas the Council should consider to meet the identified demand.

Action Requested/Outcome

(What *action* do you want MPAC to take at *this meeting*? State the **policy** questions that need to be answered; what policy advice does MPAC need to make to Council?)

Vote to recommend where in the demand forecast range the Council should consider in its growth management decision and what areas should be included in the UGB to satisfy the recommended point in the demand forecast range.

- Given the policy considerations laid out in the COO Recommendation, where in the demand forecast range should the Council consider using in making a growth management decision?
- Given the demand forecast range decision, the reasons laid out in the COO recommendation and the areas identified in Ordinance No. 11-1264, which areas should the Council consider adding to the UGB meet the identified need?

How does this issue affect local governments or citizens in the region?

A potential UGB expansion would affect the local government that is expected to provide urban services and the nearby citizens related to the common impacts of urbanization on transportation facilities, public services and changes to the local rural landscape

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

The Metro Council has directed staff to include the areas that MPAC recommended at the September 14 meeting in the required notice for potential UGB expansions – Hillsboro North, South Hillsboro, South Cooper Mt., Forest Grove North – Purdin, Cornelius East, Cornelius South, Roy Rogers West, Sherwood West, Tonquin and Advance.

What packet material do you plan to include?

(Must be provided 8-days prior to the actual meeting for distribution)

No additional information in the packet



Metro | Memo

Date: September 7, 2011
To: Metropolitan Policy Advisory Committee
From: John Williams, Interim Metro Planning & Development Director
Subject: Draft growth management ordinance

Dan Cooper, Metro's acting Chief Operating Officer, has prepared a draft growth management ordinance for review and discussion by the Metro Council, MPAC and others. The draft is attached and can serve as a starting point for MPAC's discussions on this topic September 14 and 28, by illustrating the needed components of the ordinance. As you will see, the draft ordinance proposes points to be chosen in the residential and employment range forecasts, lists three areas proposed for addition to the Urban Growth Boundary, and proposes conditions of approval for each area. All of these components can be among the discussion topics for MPAC at your next two meetings, building to a recommendation to the Metro Council on September 28.

Please contact me if you have any questions on this topic.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF EXPANDING THE URBAN)	Ordinance No. 11-1264
GROWTH BOUNDARY TO PROVIDE CAPACITY FOR)	
HOUSING AND EMPLOYMENT TO THE YEAR 2030)	Introduced by Chief Operating Officer
AND AMENDING THE METRO CODE TO CONFORM)	Daniel B. Cooper with the Concurrence
)	of Council President Tom Hughes

WHEREAS, Metro, cities and counties of the region and many other public and private partners have been joining efforts to make our communities into “the Greatest Place”; and

WHEREAS, state law requires Metro to assess the capacity of the urban growth boundary (UGB) on a periodic basis and, if necessary, increase the region’s capacity for housing and employment for the next 20 years; and

WHEREAS, Metro forecasted the likely range of population and employment growth in the region to the year 2030; and

WHEREAS, Metro assessed the capacity of the UGB, assuming continuation of existing policies and investment strategies, and determined in the *Urban Growth Report 2009-2030* that the UGB did not contain sufficient capacity for the next 20 years; and

WHEREAS, the Metro Council, with the advice and support of the Metropolitan Policy Advisory Committee (MPAC), established six desired outcomes to use as the basis for comparing optional policies and strategies to increase the region’s capacity; and

WHEREAS, the outcomes reflect the region’s desire to develop vibrant, prosperous and sustainable communities with reliable transportation choices that minimize carbon emissions and to distribute the benefits and burdens of development equitably in the region; and

WHEREAS, the Council concluded that it would take all reasonable actions to use land already inside the UGB more efficiently to provide capacity to the year 2030; and

WHEREAS, by Ordinance No. 10-1244B (For the Purpose of Making the Greatest Place and Providing Capacity for Housing and Employment to the year 2030; Amending the Regional Framework Plan and the Metro Code; and Declaring an Emergency), adopted December 9, 2010, the Council adopted new policies, code provisions and an investment strategy to use land within the UGB more efficiently; and

WHEREAS, the actions adopted by Ordinance No. 10-1244B significantly increased the capacity of the UGB, but left a small amount of unmet needs for housing and employment capacity; and

WHEREAS, Metro evaluated all lands designated urban reserves for possible addition to the UGB based upon their relative suitability to meet unmet needs; and

WHEREAS, Metro’s Chief Operating Officer recommended addition of 1,606 acres to the UGB for housing and 330 acres suitable for industries that need large parcels on September 6, 2011; and

WHEREAS, Metro held an open house for review and comment on the recommended additions to the UGB in Hillsboro on July 28, 2011; and

WHEREAS, the Council sought advice and a recommendation on additions to the UGB from MPAC on August 10, September 14 and 28, 2011, and received a recommendation on September 28; and

WHEREAS, the Council held public hearings on proposed additions to the UGB on October 6, October 13 and October 20, 2011; now therefore,

THE METRO COUNCIL HEREBY ORDAINS AS FOLLOWS:

1. The UGB is amended to add areas shown on Exhibit A, attached and incorporated into this ordinance, to provide capacity for housing and employment.
2. The conditions set forth in Exhibit B, attached and incorporated into this ordinance, are applied to areas added to the UGB to ensure they contribute to achievement of the Outcomes in the Regional Framework Plan.
3. The Urban Growth Boundary and Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan is amended to be consistent with Exhibits A and B, as shown in Exhibit C, attached and incorporated into this ordinance.
4. The *Urban Growth Report 2009-2030* and the *20 and 50 Year Regional Population and Employment Range Forecasts* are adopted as supporting documents for, and as the basis for capacity decisions made by the Council in Ordinances Nos. 10-1244B and 11-1264. With the actions taken by Ordinance No. 10-1244B to use land within the UGB more efficiently and the addition by Ordinance No. 11-1264 of 1,936 acres to the UGB for housing and employment at the capacities established in Exhibit B, the UGB has capacity to accommodate ____ people and ____ jobs. The Council intends these capacities to accommodate population and employment at the bottom of the middle third of the ranges determined for the next 20 years in the *20 and 50 Year Regional Population and Employment Range Forecasts*.
5. The Findings of Fact and Conclusions of Law in Exhibit D, attached and incorporated into this ordinance, explain how the additions to the UGB made by this ordinance comply with state law and the Regional Framework Plan.

ADOPTED by the Metro Council this 20th day of October, 2011.

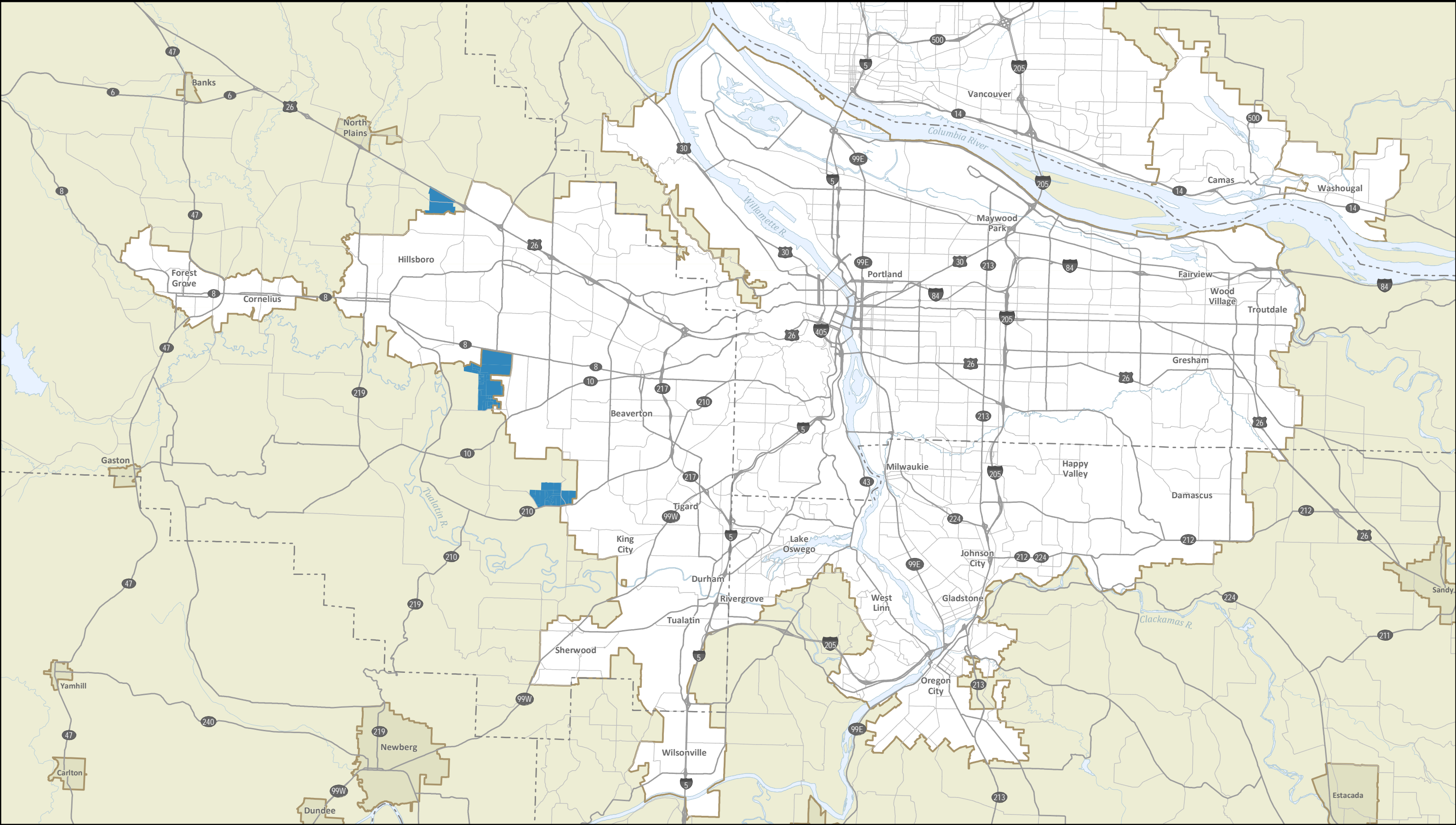
Tom Hughes, Council President

ATTEST:

Approved as to form:

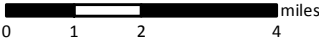
Tony Anderson, Clerk of the Council




Daniel B. Cooper, Metro Attorney



2011 UGB Expansion Areas

Ordinance 11-1264, Exhibit A **DRAFT**
October 6, 2011



-  Urban growth boundaries
-  Neighboring cities
-  UGB expansion areas



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The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

DRAFT

Ordinance No. 11-1264

Exhibit B, Conditions on Land Added to UGB

North of Hillsboro, shown on Exhibit A as Area 1:

1. The city of Hillsboro, in coordination with Washington County and Metro, shall adopt comprehensive plan provisions and land use regulations for Area 1 to authorize urbanization, pursuant to Metro Code section 3.07.1120.
2. The city shall apply the Regionally Significant Industrial Area (RSIA) designation to Area 1, as described in Metro Code section 3.07.420.
3. Land use regulations adopted pursuant to Metro Code section 3.07.1120 shall provide for creation of at least ___ parcel(s) of 100 acres or more [option: and/or at least ___ parcel(s) of 50 acres or more]. The resulting parcels shall be subject to limitations on division in Metro Code 3.07.420.
4. Land use regulations shall prohibit establishment of schools, places of assembly larger than 20,000 square feet and parks intended to serve people other than those working or residing in the RSIA.
5. Land use regulations shall include provisions – such as setbacks, buffers and designated lanes for movement of slow-moving machinery – to enhance compatibility between urban uses in Area 1 and agricultural practices on adjacent land outside the UGB that is zoned for farm or forest use pursuant to statewide planning Goal 3 or 4.

South of Hillsboro, shown on Exhibit A as Area 2:

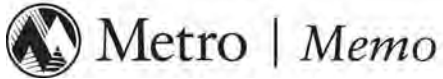
1. The city of Hillsboro, in coordination with Washington County and Metro, shall adopt comprehensive plan provisions and land use regulations for Area 2 to authorize urbanization, pursuant to Metro Code section 3.07.1120.
2. The city shall apply the Town Center, Corridor, Main Streets, Employment Area and Neighborhood designations to Area 2, in conformance with Exhibit A and as described in the Regional Framework Plan, Summary of the 2040 Growth Concept,
3. Land use regulations adopted pursuant to Metro Code section 3.07.1120 shall provide zoned capacity for a minimum of 10,766 dwelling units in Area 2.
4. Land use regulations shall include provisions – such as setbacks, buffers and designated lanes for movement of slow-moving machinery – to enhance compatibility between urban uses in Area 2 and agricultural practices on adjacent land outside the UGB that is zoned for farm or forest use pursuant to statewide planning Goal 3 or 4.

South of Cooper Mountain, shown on Exhibit A as Area 3:

1. The city of Beaverton, in coordination with Washington County and Metro, shall adopt comprehensive plan provisions and land use regulations for Area 3 to authorize urbanization, pursuant to Metro Code section 3.07.1120. The city shall undertake and complete this planning for the whole of Area 3 in order to provide appropriate protection and enhancement to the

public lands and natural features, and protect and enhance the integrity of Titles 3 and 13 resources in the area.

2. The city shall apply the Main Street, Employment Area and Neighborhood designations to Area 23, in conformance with Exhibit A and as described in the Regional Framework Plan, Summary of the 2040 Growth Concept,
3. Land use regulations adopted pursuant to Metro Code section 3.07.1120 shall provide zoned capacity for a minimum of 4,651 dwelling units in Area 3.
4. Land use regulations shall include provisions – such as setbacks, buffers and designated lanes for movement of slow-moving machinery – to enhance compatibility between urban uses in Area 3 and agricultural practices on adjacent land outside the UGB that is zoned for farm or forest use pursuant to statewide planning Goal 3 or 4.



Date: August 11, 2011
To: Metro Council
From: Ken Ray, senior public affairs coordinator
Cc: Jim Middaugh, Patty Unfred, Dan Cooper, John Williams
Re: Public comment on COO recommendation for Fall Growth Management Decision

This memo summarizes written comments received by Metro between July 5 and August 5, 2011, on the Chief Operating Officer's recommendations for the Fall 2011 Growth Management Decision. Attached to this memo is a spreadsheet summarizing the written comments received, along with a report from DHM Research, Inc., summarizing the results of the Opt In surveys that were conducted between July 15 and August 1.

The announcement of the Chief Operating Officer's recommendations was made on July 5 through the Metro newsfeed and an e-mail message sent from Acting COO Dan Cooper to more than 5000 subscribers of existing Metro e-mail lists. Members of the news media were also notified. Included with the announcement was a list of different ways for interested persons to provide comment on the recommendations, including enrollment in the Opt In panel, attendance at the July 28 open house at the Hillsboro Civic Center, and direct contact with individual councilors.

News articles that mentioned various public comment opportunities include:

- The Oregonian, "Report lists Hillsboro sites as top spots for residential and industrial expansion," July 6.
- Daily Journal of Commerce, "Metro staff makes UGB expansion proposals," July 6.
- Forest Grove News-Times, "Cornelius could add homes in UGB expansion this year," July 13.
- Portland Tribune, "Metro seeks online survey help," July 21.
- Cedar Mill News, "Next round of growth boundary expansions set for fall 2011," July 2011 edition.

Two online surveys – one addressing potential need for expansion of the urban growth boundary for 20-year residential needs, the other addressing 20-year large-lot industrial employment needs – were distributed to Opt In subscribers. Each Opt In participant was sent a link to participate in one of the two surveys, and at the end of the survey the

participants were given an option to take the second survey. In all, 1139 Opt In subscribers completed the industrial lands survey, 1235 subscribers completed the residential survey, and 693 subscribers completed both surveys.

The top line results indicate that approximately 60 percent of participants in the residential survey do not support UGB expansion and expressed support for the Council to settle on the low end of the housing demand range. About 30 percent of the participants in the residential survey expressed some level of support for at least a modest expansion of the UGB. On the employment side, two-thirds of the survey participants feel there is adequate land within the current UGB to meet future industrial employment needs. However, other questions in the survey illustrate openness to a small expansion for residential land, particularly if it protects farmland, and a small expansion for industrial lands to provide the region with more flexibility. A longer and more complete analysis from DHM Research that summarizes the Opt In survey results is attached to this memo.

Also attached to this memo is a table that summarizes the written comments received between July 5 and August 5, which are included in Metro's public record on the urban growth boundary decision and copies of which may be provided to you and members of the public upon request. We received more than 50 written comments, most of which can be categorized as follows:

- Sixteen comments were received, mostly from property owners in and near the Hillsboro area, requesting the Metro Council add land near Hillsboro and elsewhere in Western Washington County to provide for future housing and jobs.
- Twenty-eight comments were received from citizens and property owners urging the Metro Council not to expand the urban growth boundary at this time, citing availability of undeveloped employment land within the current urban growth boundary, transportation and governance issues, and the need for protection of active farmland.
- Three comments were received requesting that the Council consider an urban growth boundary expansion for residential and industrial employment needs in Clackamas County, particularly in the Stafford area.
- The mayors of two cities in Washington County—Forest Grove and Tualatin—requested that additional land adjacent to their cities be considered for possible inclusion in the urban growth boundary. The development and operations director for the city of Cornelius also requested the Council consider additional areas in proposed urban reserves near the city.
- Washington County Commissioner Greg Malinowski submitted written comments in support of adding certain option areas to the urban growth boundary and in opposition to other areas recommended by the COO.

Please contact me if you have any questions about this memo or would like to receive more information about the comments summarized here.

Public comments received 07-05-11 to 08-05-11

DOC DATE	TITLE	TO	FROM	STREET ADDRESS	CITY AND STATE	ZIP	EMAIL
7/5/2011	Email: UGB expansion comments/jobs: Metro should focus on retraining and jobs that provide a realistic likelihood of employing Metro residents, including IT and skilled blue collar jobs. Revitalize Benson High School's original purpose and scope.	TO: 2040	FROM: Martha Dibblee			97202	dibblee@hevanet.com
7/5/2011	Email: UGB expansion comments: Approve expansion of the UGB for all the proposed additions	TO: 2040 cc Kathryn Harrington	FROM: John Metcalf				johnrmetcalf@comcast.net
7/5/2011	Email: Investing in our region's future - the controversy over the 185th property rests north of the natural boundary called Abbey Creek. There was no negative testimony in the reserves process on the Jin Park property.	TO: 2040, Dan Cooper	FROM: Thomas VanderZanden				tvz@conifergroup.com
7/8/2011	Email: Investing in our region's future - only one open house in Hillsboro is not acceptable, with questions about the Stafford area, with response from Carlotta Collette	TO: Carlotta Collette	FROM: Sally Quimby				
7/11/2011	Email: Why wasn't our 177 acres included in the UGB recommendation, with response from Tom Hughes	TO: Tom Hughes	FROM: Lou Ogden, Mayor, City of Tualatin				lou.ogden@juno.com
7/11/2011	Memo: Metro COO Dan Cooper's UGB Expansion Recommendations - all cities in Washington County get benefits with the exception of Forest Grove. The city lacks large lot industrial sites. Forest Grove is not included in the proposed UGB expansion. Supports Mayor Lou Ogden's request for Tualatin	TO: Metro Policy Advisory Committee, Washington County Coordinating Committee	FROM: Mayor Peter Truax, City of Forest Grove				
7/11/2011	Email: UGB expansion comments: More growth is needed for housing in the Washington County/Hillsboro area.	TO: 2040, cc petefun@aol.com, suel10@aol.com	FROM: Ruth Ephraim				
7/11/2011	Email: UGB expansion comments: More growth is needed for housing in the Washington County/Hillsboro area, near where the jobs are. The UGB should be expanded where people want to live.	TO: 2040, cc petefun@aol.com, lephraim@aol.com	FROM: Susan Benyowitz				
7/12/2011	Email: Expand the UGB in Washington County	TO: 2040	FROM: Bev Blum				
7/12/2011	Letter: Referral of the Oral Remand of the Urban and Rural Reserve Designations in Washington County to the Land Conservation and Development Commission (LCDC)	TO: Tom Hughes, Charlotte Lehan, Jeff Cogen, Andy Duyck cc Jennifer Donnelly, Rob Hallyburton, Darren Nichols, Dan Chandler, Chuck Beasley, Brent Curtis, Richard Benner, objectors	FROM: Jim Rue, Acting Director, Oregon Department of Land Conservation and Development				
7/14/2011	Email: If area 6C gets included, there must be a way to include the Jin property. Carl offered that a special designation could be considered.	TO: Tom Hughes	FROM: Thomas VanderZanden				tvz@conifergroup.com
7/18/2011	Email: Proposed urban growth expansion south of Hillsboro - opposes expansion south of Hillsboro and TV Hwy	TO: 2040	FROM: Michele Whittaker				
7/19/2011	Email: Expanding the UGB: considering any expansion of the UGB at this time is unnecessary and unwise, with specific reference to Beaverton and Hillsboro	TO: 2040	FROM: Joseph Peter				
7/19/2011	E-news letter - CLF News and Networks: There is a better choice: Don't expand the UGB in 2011 - from 1000 Friends of Oregon						
7/20/2011	Email: Please don't extend the UGB - most new jobs are from small businesses, market is depressed for new housing and Wash Co is proud of the farming community	TO: Kathryn Harrington cc tara@friends.org	FROM: Kathy Cvetko				cvet55@comcast.net
7/20/2011	Email: UGB proposal - Refrain from expanding the current UGB. We don't need new land for either industrial or housing at present nor can we afford the added infrastructure	TO: Kathryn Harrington	FROM: Barbara Robertson				brachapdx@gmail.com
7/22/2011	Email: Proposed 2011 Urban Growth Expansion - consider the importance of preserving agricultural land north of highway 26 in Washington County before including more land for urban development or leaving as undesignated	TO: Metro Council	FROM: Mel and Wendy Mortensen				
7/23/2011	Email: UGB Expansion - 6th generation property owners west of King City and south of Beef Bend Rd opposed to UGB expansion and change to farmland and rural areas	TO: Dan Cooper	FROM: Mike Meyer				
7/23/2011	Email: Give your feedback on Metro's growth management decision - Clackamas needs industrial and office park lands to zone for current and future job needs	TO: 2040	FROM: seigneur2@comcast.net				
7/25/2011	Email: urban growth boundary: Many vacant homes and lots awaiting development - wait 5 more years to extend the boundary	TO: 2040	FROM: Donnelleigh Mounce		Aloha OR		

DOC DATE	TITLE	TO	FROM	STREET ADDRESS	CITY AND STATE	ZIP	EMAIL
7/25/2011	Letter: Metro UGB expansion discussion - North Hillsboro UGB expansion, South Hillsboro UGB expansion. Includes Fact Sheet: 2011 Urban Growth Boundary Expansion - City of Hillsboro North Hillsboro Industrial Area, 3 maps, Fact Sheet: 2011 Urban Growth Boundary Expansion - City of Hillsboro South Hillsboro Great Community, Summary of Highlights from pending supply and demand study of housing in West Washington County, Memo dated 10/13/10 from Johnson Reid titled Impact of South Hillsboro on proposed Tanasbourne/AmberGlen Regional Center, Memo to Patrick Ribellia dated 07/12/11 titled EES Analysis in Table 2 of COO Report from Jeff Bachrach, Info sheet titled Cornelius Pass railroad crossing/infrastructure/South Hillsboro community plan	TO: President Tom Hughes and Metro Councilors cc Dan Cooper	FROM: Mayor Jerry Willey, City of Hillsboro	150 E Main St	Hillsboro OR	97123	
7/26/2011	Letter: Stongly disputes that VanRose property, originally included as Site # 5, has wetland issues and only 80 developable acres. Three reasons given to review the Johnson Reid report. Hillsboro needs more industrial sites - our land meets and exceeds all of their requirements - Expand the UGB	TO: Kathryn Harrington	FROM: Gerald L. VanderZanden	6000 NW Jackson School Rd	Hillsboro OR	97124	
7/27/2011	Email: UGB input - Hold the line while opening unused lots and incentives to lure new industry to Portland - limit the UGB to existing space	TO: Rex Burkholder, Tom Hughes, Kathryn Harrington, Carlotta Collette, Shirley Craddick, Carl Hosticka, Barbara Roberts	FROM: Todd Henion				kinetic27@gmail.com
7/27/2011	Email: Metro's growth management decision - Stafford Triangle? Start planning Stafford, vast majority of large lot landowners wish to be included in the UGB, this is the most cost-effective area to extend services	TO: Rex Burkholder, Tom Hughes, Kathryn Harrington, Carlotta Collette, Shirley Craddick, Carl Hosticka, Barbara Roberts	FROM: Mike Stewart				mikestewart1133@yahoo.com
7/28/2011	Email: Urban Growth Boundary - supports a tight growth boundary - do not enlarge the urban area	TO: 2040	FROM: Dell Goldsmith				dell.goldsmith@gmail.com
7/28/2011	Memo: Land Conservation and Development Hearing on Metro Urban and Rural Reserves, including report and recommendation concerning the continued hearing on urban and rural reserves adopted by Clackamas, Multnomah and Washington Counties and Metro	TO: Tom Hughes, Charlotte Lehan, Jeff Cogen, Andy Duyck cc John VanLandingham, Objectors, Local government contacts	FROM: Jim Rue, Acting Director, Oregon Department of Land Conservation and Development				
7/28/2011	Public comment: No expansion in Helvetia and Cornelius because this is prime farmland.	TO: Metro Council	FROM: Blaine Ackley		Hillsboro OR		
7/28/2011	Letter submitted at 07/28/11 open house: Property owners ask that their property be added to the UGB for industrial use, dated Oct 15, 2010	TO: Acting President Carlotta Collette and Metro Councilors cc Michael Jordan, Hillsboro City Council, Hillsboro Planning Commission	FROM: Charlotte, Donald and Juanita Alderton, Alayne Bryan, James or Donna Burns, Thomas Clocker, Maxine Erdman, Arne Nyberg, Jung Park, Marvin or Alice Suess, Tsung-Whei or Su-Mei Tsai, Mayor Jerry Willey				
7/28/2011	Public comment: Do not expand the UGB this cycle - Hillsboro/Wash Co has 917 acres of industrial land brought into the UGB 2002, 2004, 2005; we are in a recession	TO: Metro Council	FROM: Cherry Amabisca		Hillsboro OR		
7/28/2011	Public comment: No UGB expansion - save Helvetia and Cornelius	TO: Metro Council	FROM: Fran Beeke		Hillsboro OR		
7/28/2011	Public comment: Area 8A not needed at this time - there is over 750 acres of industrial land in the current Hillsboro UGB - any industrial land should stay south of hwy 26, residential infill should be encouraged, any residential land brought in should be high density. 20 per acre	TO: Metro Council	FROM: Brian Beinlich		North Plains OR		
7/28/2011	Public comment: Has 30 acres in south Hillsboro area and supports bringing it into the UGB	TO: Metro Council	FROM: Leonard Bernhardt		Beaverton OR		
7/28/2011	Public comment: Would like to be in the north Hillsboro expansion, adjoining property currently in the UGB, proposed expansion stops at their property line	TO: Metro Council	FROM: James Burns		Hillsboro OR		
7/28/2011	Public comment: No need to expand the UGB at this time - any UGB expansion for residential needs to be high density - includes attached news articles	TO: Metro Council	FROM: Carol Chesarek		Portland OR		
7/28/2011	Public comment: Consider infrastructure and traffic - don't burden existing property owners with development that is not wanted	TO: Metro Council	FROM: Lona Nelson Frank		Beaverton OR		
7/28/2011	Public comment: Owners in study area 8A are willing to be brought into UGB for large lot industrial - includes attachments	TO: Metro Council	FROM: Gary Gentemann		Tigard OR		
7/28/2011	Public comment: Area north of hwy 26, west of Helvetia Rd - included here is 125 acres of agricultural foundation farmland - agriculture is an important industry - this area needs to be saved for farming	TO: Metro Council	FROM: DeLoris Grossen		Portland OR		
7/28/2011	Public comment: Hillsboro North - UGB expansion not needed this cycle - Hillsboro already has about 1000 acres of underdeveloped land	TO: Metro Council	FROM: Gaylene Grossen		Portland OR		

DOC DATE	TITLE	TO	FROM	STREET ADDRESS	CITY AND STATE	ZIP	EMAIL
7/28/2011	Public comment: Commends staff for work and focus on community development and sustainability	TO: Metro Council	FROM: Kevin Holtzman, Century 21		Beaverton OR		
7/28/2011	Public comment: No UGB expansion at this time - more land is not required to accommodate growth - we have enough land in UGB - small businesses provide the most jobs	TO: Metro Council	FROM: Faun Hosey		Hillsboro OR		
7/28/2011	Public comment: If range for large lot industrial land is 200-1500 acres, 310 seems low - don't underplan for employment	TO: Metro Council	FROM: Bob LeFeber, CREEC				
7/28/2011	Letter submitted at 07/28/11 open house: South Hillsboro addition to the UGB should be postponed, supports adding South Cooper Mountain, Roy Rogers West should be considered at a higher density, Cornelius South should not be pursued at this time, Sherwood West not recommended at this time, Advance and Mapelane not recommended at this time - given the economic climate, don't add land that might not be needed - does Metro have a policy of adding land every 5 years, whether we need it or not?	TO: Metro Council	FROM: Greg Malinowski, Washington County Commissioner		Hillsboro OR		
7/28/2011	Public comment: UGB should be expanded for residential only where jobs are - transportation problems for Roy Rogers and South Cooper Mtn - resolve these problems before adding more residential land	TO: Metro Council	FROM: Mary Manseau				
7/28/2011	Public comment: Roy Rogers West should not come into the UGB until governance issues are resolved. North of hwy 26 - lands should not be brought into the UGB until the governance issue of Cedar Creek (Cedar Mill to Rock Creek) is determined. We have plenty of undeveloped land within the UGB. Helvetia area should be left outside the UGB at this time	TO: Metro Council	FROM: Marty Moyer		Portland OR		
7/28/2011	Public comment: Build upward, revitalize Main St Hillsboro, supports locally grown food - there is plenty of developed land, empty lots and buildings - use them	TO: Metro Council	FROM: Teresa Tse and Edward Maurina III		Hillsboro OR		
7/28/2011	Public comment: No UGB expansion until proven demand outpaces supply, prosperity equation is addressed, protect and restore native ecology, population of Wash Co is fully area of changes growth will bring, confirmed funding of infrastructure improvements, Metro develops guidelines and standards for regional improvements, calculate real value of farmland as the basis for the agricultural industry	TO: Metro Council	FROM: Henry Oberhelman		Hillsboro OR		
7/28/2011	Public comment: No UGB expansion at this time - ample vacant land and reusable property within the current UGB - Cornelius and Hillsboro in particular need to focus on better use of existing urban land	TO: Metro Council	FROM: Linda Peters		North Plains OR		
7/28/2011	Letter submitted at 07/28/11 open house: Farmland is our most precious resource, more large parcels of development land are not needed, don't allow a few very rich and influential outsiders line their pockets	TO: Metro Council	FROM: Ellen R. Saunders		Manning OR		
7/28/2011	Public comment: His Hazelnut farm is on prime farmland located north of hwy 26 on 321 acres designated urban reserve ; says this land is not needed for UGB as there is sufficient land located north of hwy 26 currently not in use for industry - save farms that are already in production	TO: Metro Council	FROM: Don Schoen, Rollin Acres Hazelnuts		Hillsboro OR		
7/28/2011	Letter submitted as unable to attend 07/28/11 open house: Testimony at Hillsboro - Clackamas County may be willing to pay for some of the master planning costs of Stafford - includes testimony prepared for Hillsboro Thurs meeting 7/28/11 - Stafford area needs to be brought into the UGB - very low cost to serve area, Clackamas County needs employment: additional reasons listed	TO: Carlotta Collette, cc Burton Weast	FROM: Herb Koss				herbk43@comcast.net
7/29/2011	Email: Expansion of the UGB in North Hillsboro - In favor of the expansion of the UGB in north Hillsboro - neighbors owning 310 acres wish to be brought into the UGB	TO: 2040	FROM: Alayne & Ken Bryan				evakb@juno.com
7/29/2011	Email: Metro's growth management decision - Stafford Triangle - expand the UGB to include the Stafford Triangle - vast majority of landowners wish to be included in the UGB	TO: Rex Burkholder, Tom Hughes, Kathryn Harrington, Carlotta Collette, Shirley Craddick, Carl Hosticka, Barbara Roberts	FROM: Art and Patricia Fiala, Dave and Trina Fiala, John and Meg Fiala				artf5757@hotmail.com
7/31/2011	Email: Comments on potential UGB expansions - comments are based on July 5, 2011 COO report - key consideration casts doubt on the need for UGB expansion, with specific comments on other parts of the report - no to any UGB expansion - includes Charter of the New Urbanism - see Visualizing Density available through the Lincoln Institute of Land Policy	TO: 2040	FROM: Colin Cortes				colin.m.cortes@gmail.com
8/2/2011	Email: UGB expansion - opposed to any expansion of the UGB - Port of Portland has hundreds of acres at prime intersection of road, rail and water routes that is used for parking lots	TO: Tom Hughes	FROM: Rick Potestio				rick@potestiostudio.com

DOC DATE	TITLE	TO	FROM	STREET ADDRESS	CITY AND STATE	ZIP	EMAIL
8/4/2011	Email: Today's Metro Council Work Session/Witch Hazel Village - South - concern that Hazel Village - South is not included in the notice area; includes 09/3/10 letter to Metro Councilors re: Response to COO Recommendations - Community Investment Strategy, August 10, 2010 - Proposal to consider the Witch Hazel Village South area as an addition to the regional urban growth boundary	TO: Tom Hughes cc Art Lutz	FROM: Wink Brooks				winkbrooks@comcast.net
8/4/2011	Memo: The Aloha-Reedville community's inability to have their legitimate concerns regarding transportation impacts of future UGB expansion recognized within the decision making process	TO: Kathryn Harrington, Dick Schouten cc Metro Council, Washington County Board of Commissioners, media	FROM: Steve Larrance				
8/5/2011	Letter: Please look at two areas proposed by the City of Cornelius - on the 2010 Proposal Map, they are noted as areas B and C. Cornelius South is 210 acres, and Cornelius East (from Reserves Area 7-C) is 56 acres. Includes map titled Cornelius UGB Expansion 2010 Proposal, Maps for Area 7-C and document titled Cornelius East Analysis Area (7C), Maps for area 7-D and Cornelius and document titled Cornelius South Analysis Area (7D)	TO: President Hughes and Metro Councilors	FROM: Richard Meyer, Development and Operations Director, City of Cornelius				



PREPARED FOR:

METRO

Opt In – UGB Industrial and Residential Expansion Survey

August 2011

PREPARED BY:

DHM RESEARCH

(503) 220-0575 • 203 SW Pine St., Portland, OR 97204 • www.dhmresearch.com

1. INTRODUCTION & METHODOLOGY

Davis, Hibbitts & Midghall, Inc. (DHM Research) conducted two online surveys among Opt In members to assess their opinions about the Urban Growth Boundary and ask them which areas, if any, should be included in the UGB for future neighborhoods and industrial sites.

Methodology: Half of the panel members were emailed an invitation to participate in the Residential UGB Survey, and the other half were asked to participate in the Industrial Lands UGB Survey. At the end of each survey, Opt In members had the option to complete the other survey. The surveys were available to members between July 15 and August 1, 2011.

A total of 1,139 members completed the Industrial Lands UGB survey, 1,275 completed the Residential UGB survey. There were 693 members who completed both surveys.

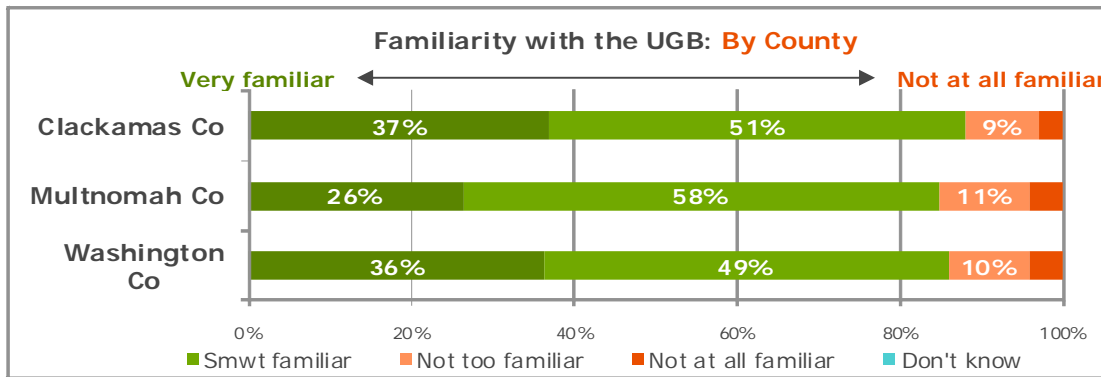
The surveys were hosted on an independent and secure DHM server and available to respondents 24 hours a day. In gathering responses, DHM employed quality control measures, including pre-testing and monitoring the online survey to identify potential browser issues.

Statement of Limitations: As the member profile of the Opt In panel is not yet representative of the region, online surveys with members are not scientifically valid samplings of the region's population. This type of online research is a form of public engagement and outreach.

DHM Research: Davis, Hibbitts & Midghall, Inc. has been providing opinion research and consultation throughout the Pacific Northwest and other regions for over three decades. The firm is non-partisan and independent and specializes in research projects to support public policy-making. www.dhmresearch.com

2. KEY FINDINGS

Many Opt In members are familiar with the urban growth boundary. In both surveys, just over eight in 10 said they were somewhat or very familiar with the urban growth boundary. Approximately one-half said they are only “somewhat” familiar with the UGB.¹



Demographic Differences: Members in Clackamas and Washington counties consider themselves more familiar with the urban growth boundary than their counterparts in Multnomah County – four in 10 from Clackamas and Washington counties said they are “very” familiar with the UGB, compared to three in 10 from Multnomah County.

Men and residents ages 35 and older also consider themselves more familiar with the UGB than their counterparts.

Regional Urban Growth Boundary and Proposed Expansion Areas

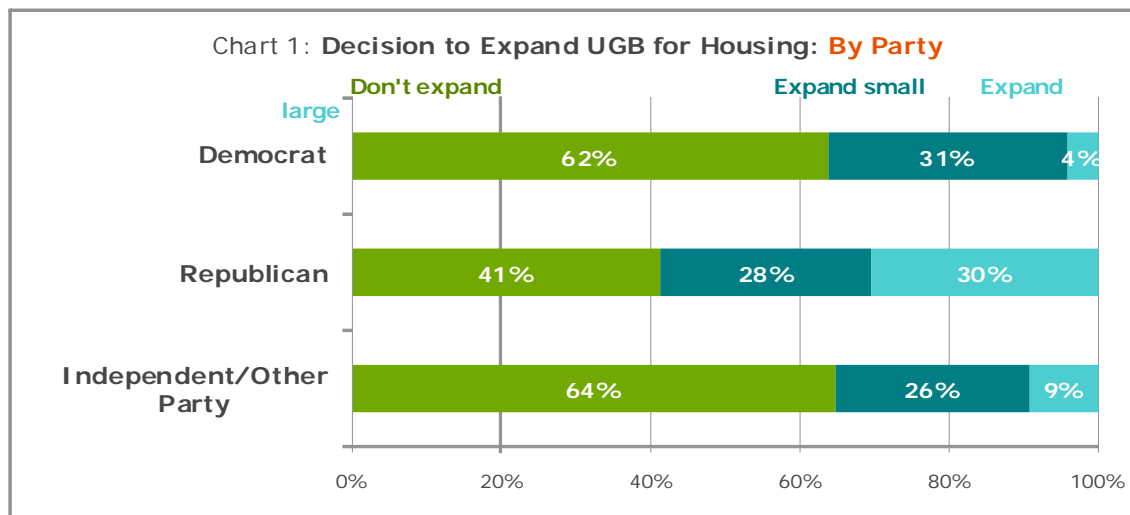
¹ Numbers for familiarity with UGB survey are from the Industrial Lands survey. Numbers between two surveys are almost identical.



Opinions About RESIDENTIAL LAND Expansion

The decision to expand the urban growth boundary is a conflicting issue for members. When asked generally what approach Metro should take in managing the UGB at this time, six in 10 (60%) said they **do not want the Metro Council to expand the UGB right now**, and want planning to be on the low end for the estimated housing demands in the region.




Close to four in 10, however, think there should be *some* expansion: three in 10 (29%) think **there should be a small UGB expansion right now**, and a larger expansion should be considered in a few years. Approximately three in 10 in each subgroup are of this opinion. Less than one in 10 (8%) think **the Council should make a larger expansion of the UGB now based on the assumption that the region will need the high end for housing**.



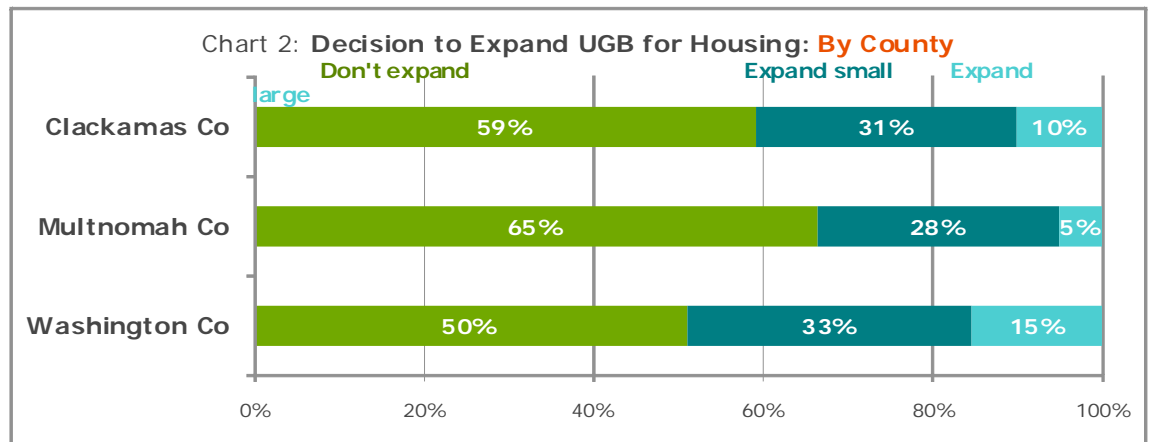
Demographic Differences: A majority of members do not think there should be an expansion, with the exception of Republicans (41% are of this opinion compared to 62% of Democrats and 64% of Independents).

Republicans are almost evenly divided between not expanding the UGB (41%), making a small expansion (28%), and making a large expansion (30%).

Legend: Charts 1 & 2

-  Do not expand the UGB right now and plan for the low end of the estimated need for housing.
-  Make a small expansion of the UGB right now to accommodate future housing needs and consider a larger expansion in a few years if necessary.
-  Make a larger expansion of the UGB now based on the assumption that the region will need the high end for housing.

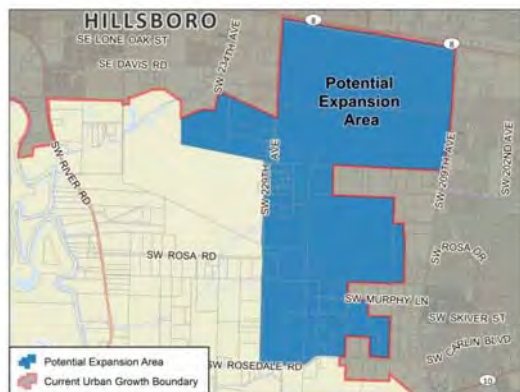
Demographic Differences: Members under 35 (68%) are more likely to think there should not be an expansion than those 35 and older (58%). Decided majorities in Multnomah (65%) and Clackamas (59%) counties also think there should not be an expansion, compared to 50% of members living in Washington County.



There is a core of strong supporters for each expansion option, and a core of strong opposers. However, most members are softer or undecided in their opinions. Approximately one in 10 “strongly” support most options, while one-quarter “strongly” oppose each. The remaining 75% of members are either in soft support, soft opposition, or are unsure.

Of the seven options given to members, none received an overall majority support from members; the most popular options were:

- **49% support** bringing 1,063 acres located south of Hillsboro and the Tualatin Valley Highway within the UGB to make a residential community of 7,150 houses.



Demographic Differences: This option gains majority support from Clackamas (56%) and Washington (56%) county residents, those ages 35 and older (50%), and Republicans (64%).

Fifty-three percent (53%) of residents who said they were open to at least one of the options being implemented by Metro Council chose the South Hillsboro option. This option was also the most popular with Multnomah County residents, Democrats, and Independents, although not with majorities in any of these groups.

- **41% support** bring 543 acres south of Cooper Mountain and located north of Scholls Ferry Road near Beaverton within the UGB to supply between 2,900 and 6,300 new houses.



This garners majority support among from Clackamas County residents (52%) and Republicans (57%).

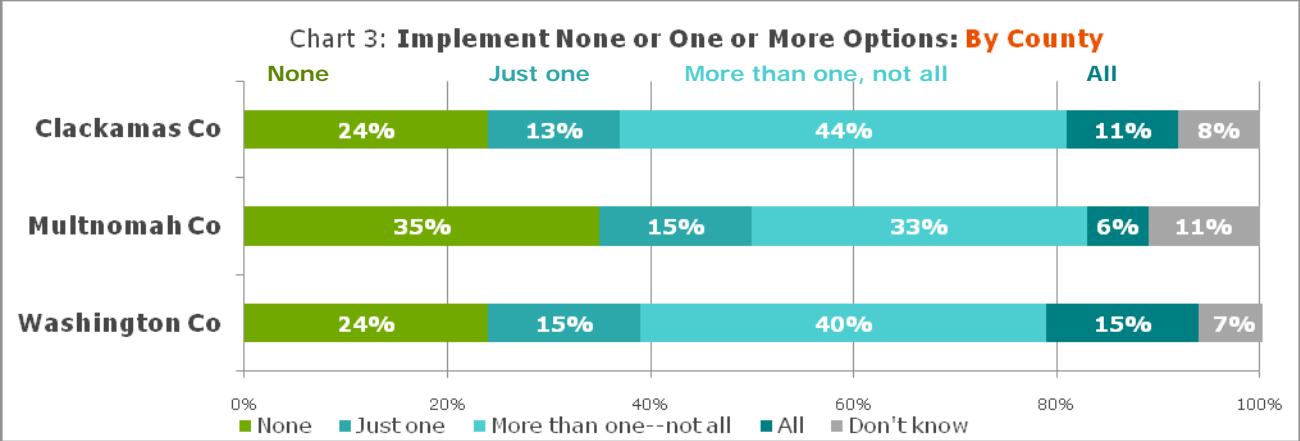
Thirty-nine percent (39%) of residents who said they were open to at least one of the options being implemented chose the South Cooper Mountain option.

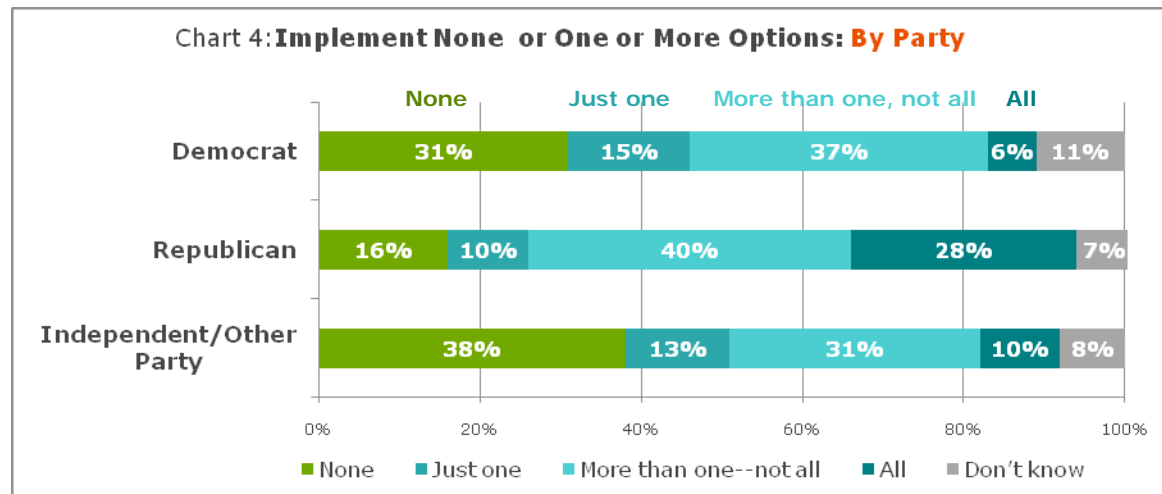
Other options are less popular.

- **39% support** bringing 210 acres of the southeastern corner of Cornelius within the urban growth boundary.
- **37% support** bringing 256 acres located west of Tigard near the intersection of Southwest Roy Rogers Road and Southwest Beef Bend Road within the urban growth boundary.
- **32% support** bringing an additional 573 acres in the Maplelane area just east of Oregon City within the urban growth boundary.
- **31% support** bringing 496 acres west of the City of Sherwood near Highway 99W and Southwest Kruger Road within the urban growth boundary.
- **31% support** bringing 316 acres east of City of Wilsonville near Advance Road within the urban growth boundary.

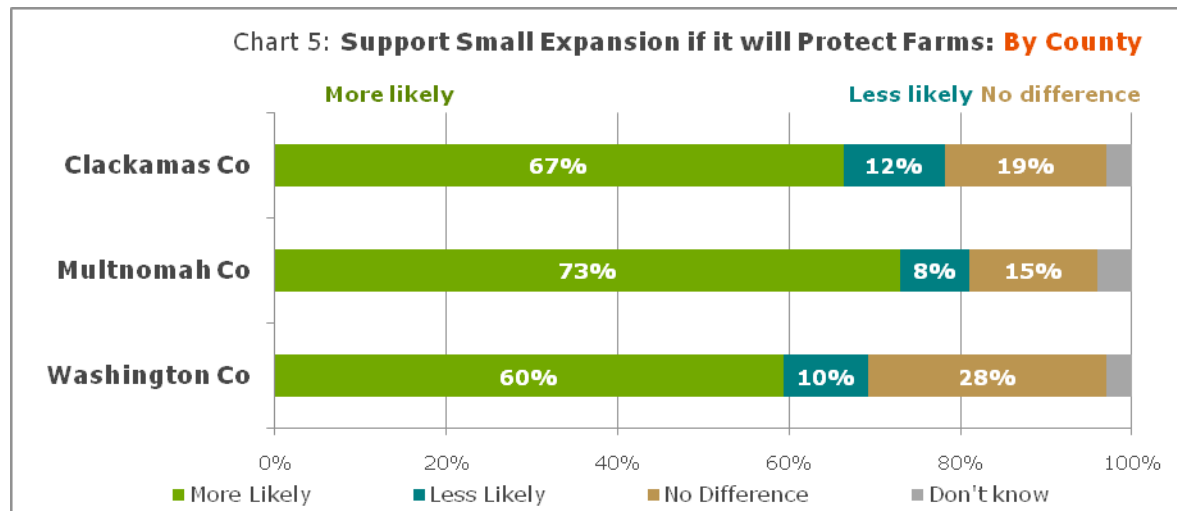
While no option received a majority support from members, six in 10 members said that Metro Council should implement at least one of the options, with the expansion in Hillsboro being the most popular choice. A core group said none of the options given should be implemented. This group was more likely to be Democrats (31%), Independents (38%), and residents of Multnomah County (35%).

Six in 10 said Metro Council should implement one (14%), more than one but not all (36%), or all of the options (9%). Residents of Washington and Clackamas counties are most likely to be open to implementing *at least* one of the options.



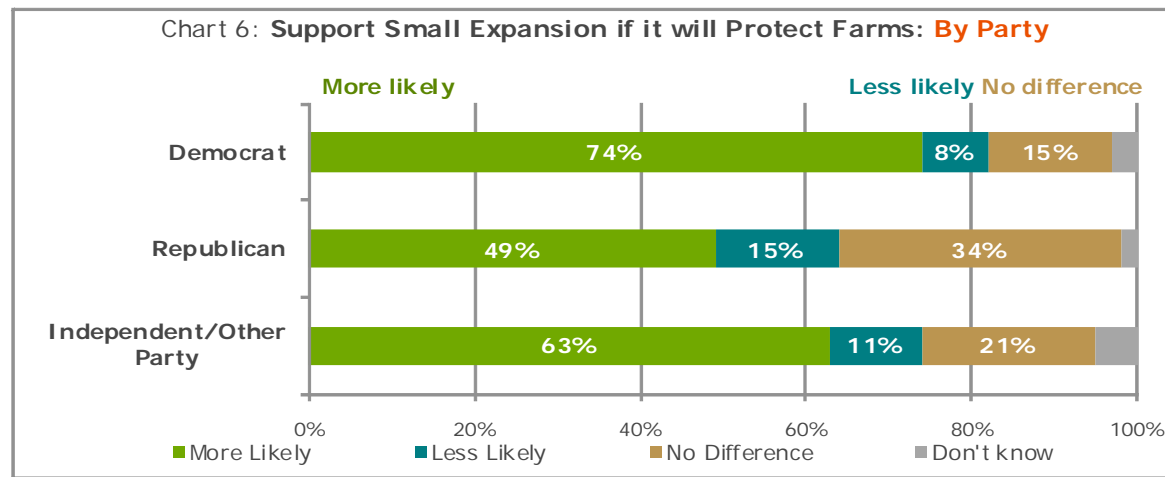


Members value protecting farms in the region, and view this as the best reason to make only a small expansion, if one is made at all. With the exception of Republicans, six in 10 in each subgroup are more likely to support only a small expansion of the UGB because it would keep more farmland in production. Republicans say this does not impact their support one way or the other.

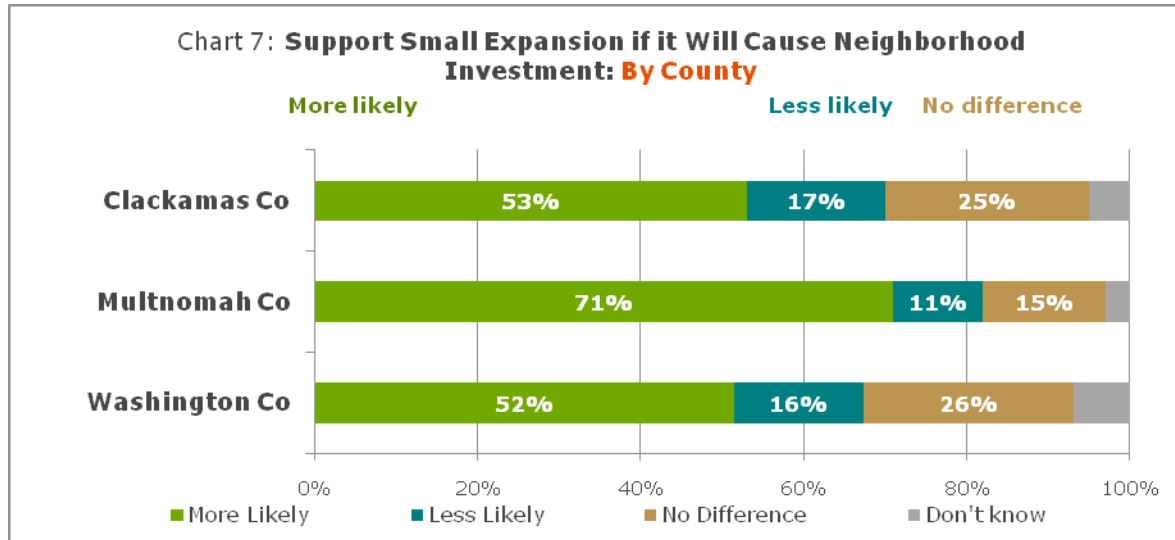


Demographic Differences:

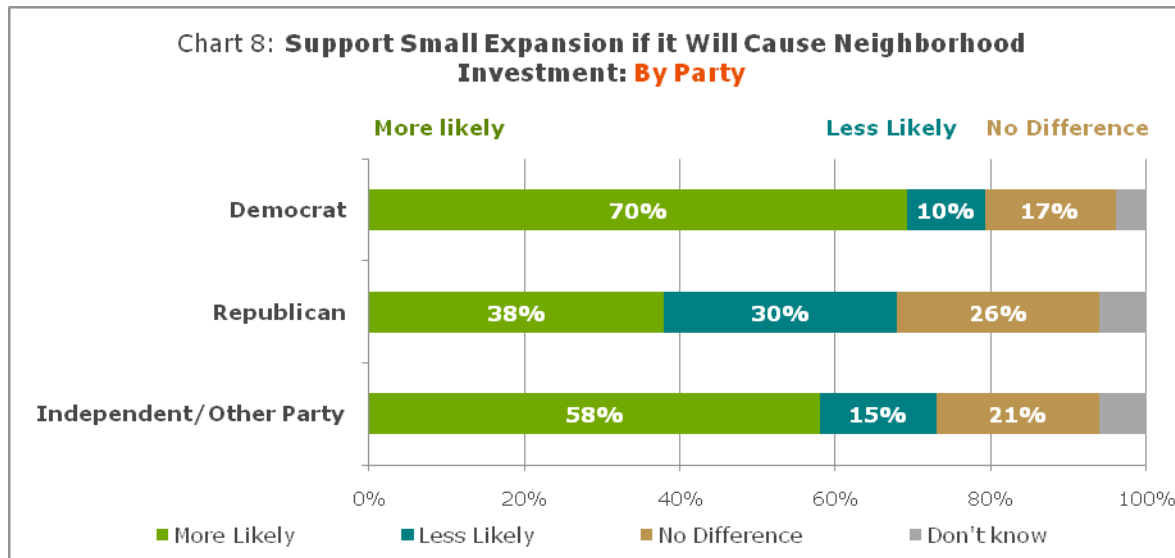
Majorities of members in each county support making a small expansion if it will protect farmland, although Washington County residents (60%), who are most likely to support a large expansion, are not as convinced as their counterparts in Clackamas (67%) and Multnomah (73%) counties.



Overall, 64% said they are more likely to support a **small expansion of the UGB because it would mean more dollars are invested in improving existing neighborhoods**, but certain subgroups are less persuaded.



Demographic Differences: The argument that it would cause more neighborhood investment is more likely to move Multnomah County residents (71%) to support a small expansion than those in Clackamas (53%) and Washington (52%) counties, who are more likely to say it does not impact their opinion.



This argument is also more likely to ignite support among Democrats (70%) than Independents (58%) or Republicans (38%). In fact, Republicans are divided between this making them more likely to support a small expansion (38%), less likely (30%), and it making no difference to their opinion (26%).

One-half (50%) of members would be more likely to support **a small expansion of the UGB because it would result in most new housing being built as small units in existing neighborhoods, which could increase the number of homes in some areas.**

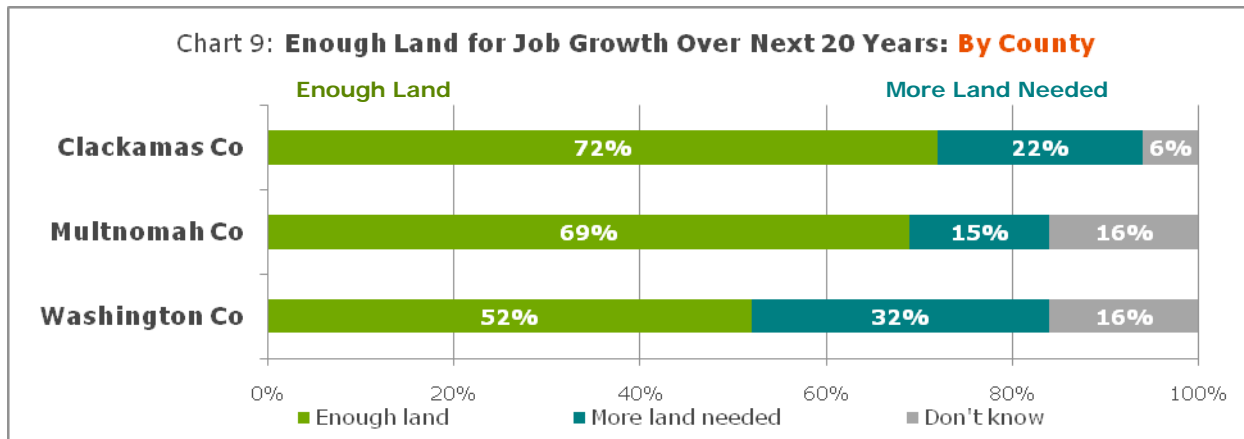
Demographic Differences: Fifty-three percent (53%) of Multnomah County residents said they would be more likely to support a small expansion because of this, compared to 42% of residents in Clackamas County and 45% of residents in Washington County. This argument also does better with Democrats (56%) than Independents (43%) or Republicans (32%).

Finally, four in ten members (42%) said it makes no difference to them if a **small expansion to the UGB drives more population to cities outside the UGB**, 20% said this makes them more likely to support it, and 29% said it makes them less likely. Findings are relatively similar by demographic subgroups.

Opinions About INDUSTRIAL LAND Expansion

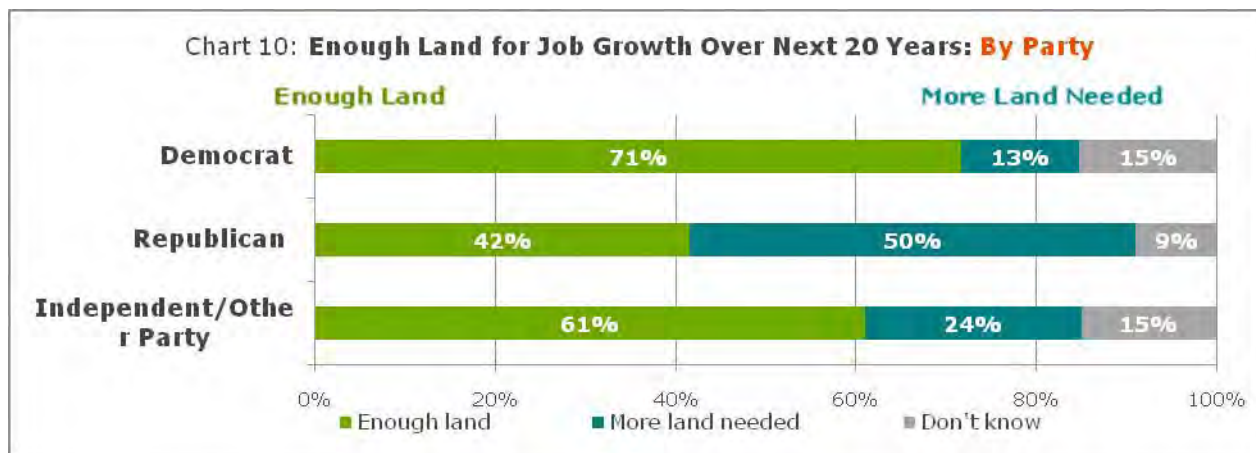
High majorities of members think there is enough land within the urban growth boundary to accommodate job growth in the region over the next 20 years. A majority in each subgroup said they

think there is enough land in the urban growth boundary to accommodate job growth over the next 20 years. With the exception of Republicans, a majority of all demographic groups share this opinion.



Demographic Differences:

Residents living in Clackamas (72%) and Multnomah (69%) counties are more likely to think there is enough land for job growth in the next 20 years than those in Washington County (52%).

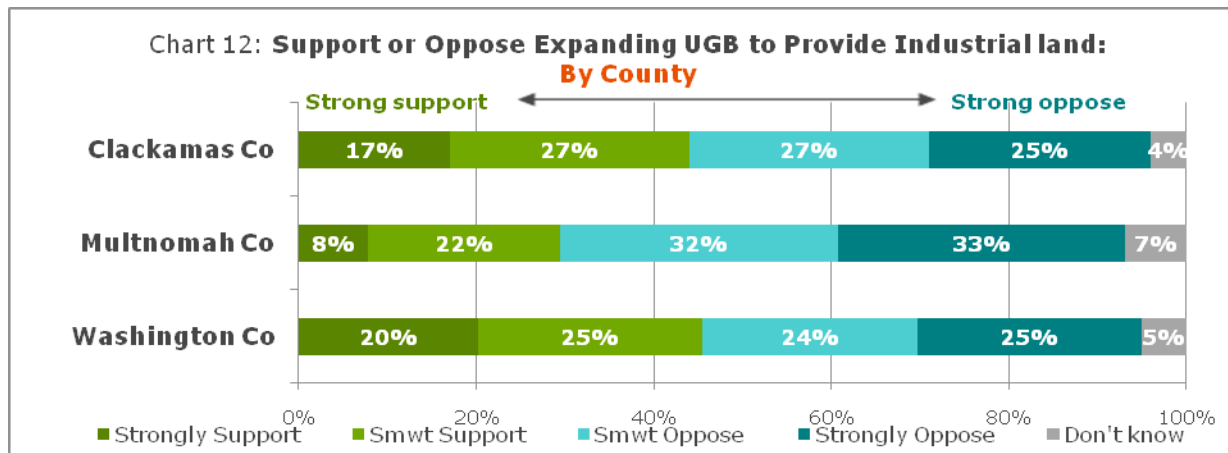
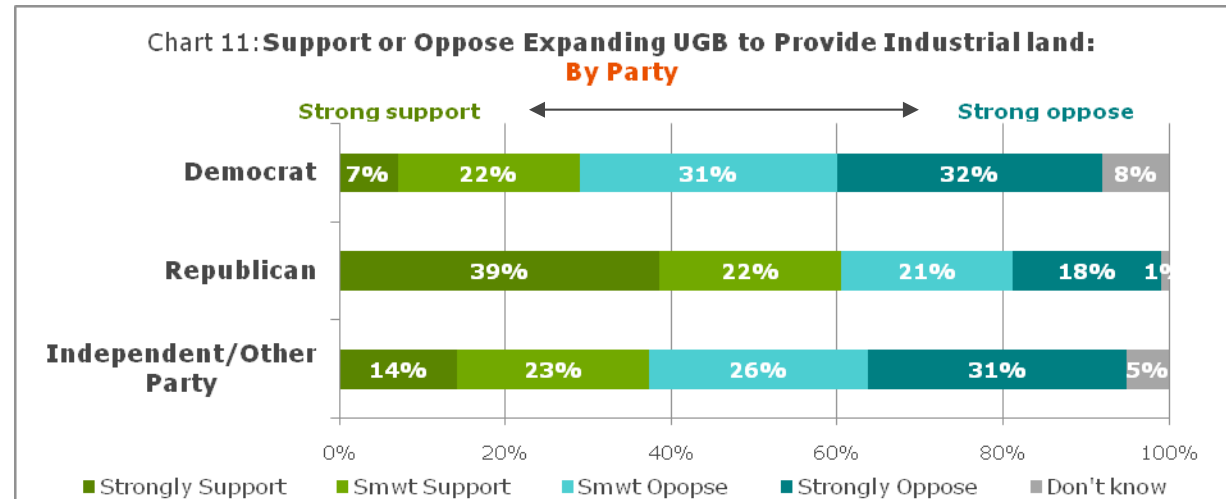


Majorities of Democrats (71%) and Independents (61%) think there is enough land to accommodate future job growth. Four in 10 (42%) Republicans are of this opinion, while 50% in this group don't think there is enough land.

Majorities also oppose expanding the urban growth boundary to provide more industrial land, particularly if some of this expansion would be on existing farmland. Many oppose expanding the UGB to provide more industrial land, with 30% who oppose this *strongly*. With the exception of Republicans, a majority of all demographic groups share this opinion. The number of opposers increases to 75% when told that some of the expansion may be on existing farmland.

Demographic Differences:

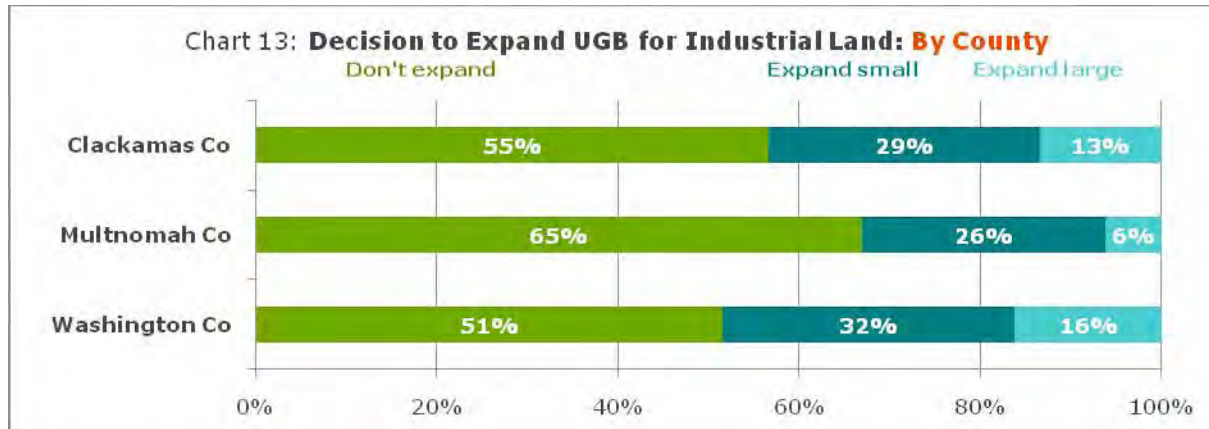
Democrats (63%) and Independents (57%) are more likely to oppose expanding the UGB. Their opposition notably increases when told that it may be on farmland (81% and 69% respectively). Republicans are less likely to oppose it in either context (39% and 45%).



Demographic Group: Multnomah County residents (65%) have stronger opposition to expanding the UGB to provide more industrial land (64%) than residents in Clackamas (52%) and Washington (49%) counties.

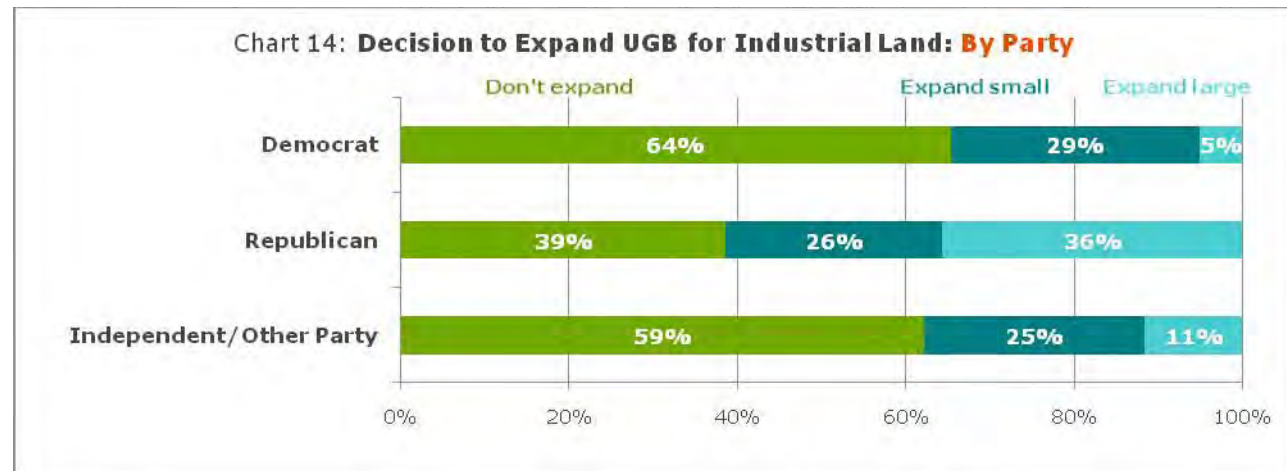
Opposition increases in all three counties with the knowledge that it could be on existing farmland – to 82% in Multnomah County, 67% in Clackamas County, and 61% in Washington County.

Additionally, when asked which of three approaches the Metro Council should take in deciding whether to expand the UGB for jobs and large site industrial uses, with the exception of Republicans, a majority said new jobs should be located within the existing UGB.



Demographic Differences: Residents of Washington County were divided between not expanding the UGB (51%) and doing either a small or large expansion (48%). Slightly over one-half (55%) in Clackamas County said they do not want an expansion, while 42% said they want a small or large expansion. In Multnomah County, a clear majority (65%) do not want an expansion.

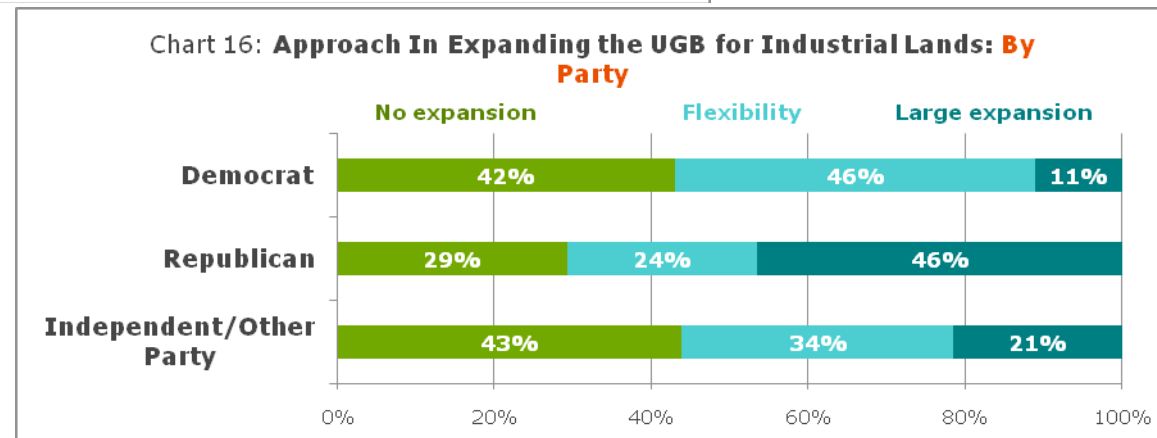
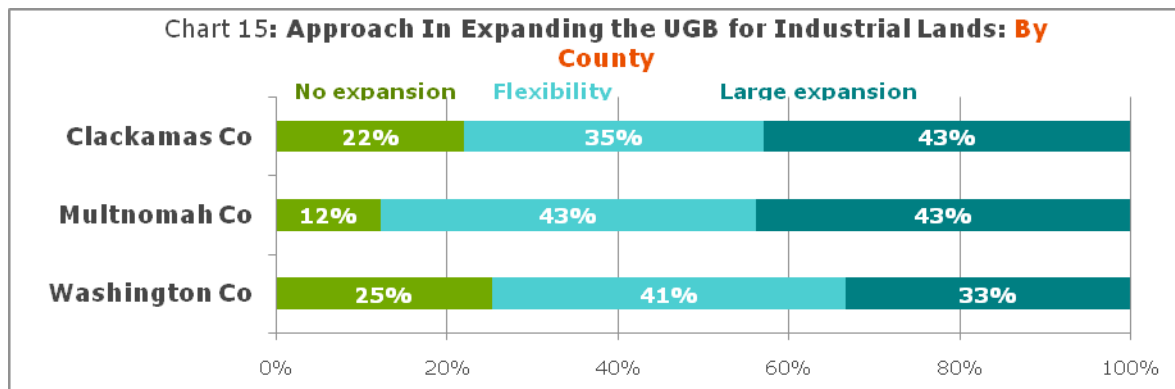
Demographic Differences: By party, Democrats (64%) and Independents (59%) are most likely to say they do not want to see a UGB expansion, but one-quarter in each group are open to a small expansion. Six in 10 Republicans want an expansion, and are divided between it being a small expansion (26%) or a large one (36%).



Legend: Charts 13 & 14

- Do not expand the UGB right now – new jobs should be located within the existing UGB.
- Make a small expansion of the UGB to accommodate job growth, and then consider a larger expansion in a few years if necessary.
- Make a large expansion of the UGB now to have a large reserve of buildable industrial land ready for the future.

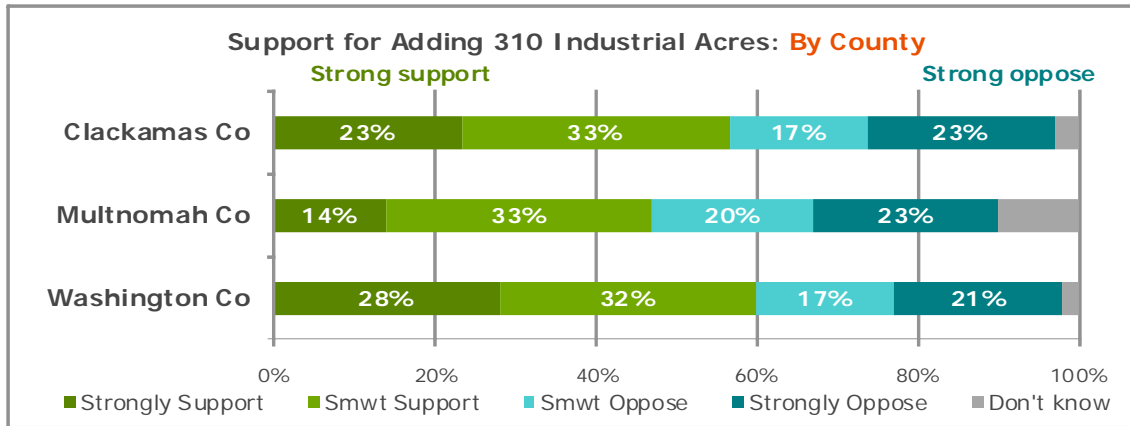
Despite majority agreement that the region does not need to expand the urban growth boundary at this time to accommodate job growth, a majority thinks the region needs some flexibility in meeting future employment needs and some expansion should be considered. While a core four in 10 (40%) said no expansion is needed for employment purposes, as it can occur within the existing UGB, another six in 10 said that the region needs flexibility and that the smallest (42%) or a larger (17%) expansion should be considered. Majorities (if only slightly) in each subgroup think a small or larger expansion should be considered.



Legend: Charts 15 & 16

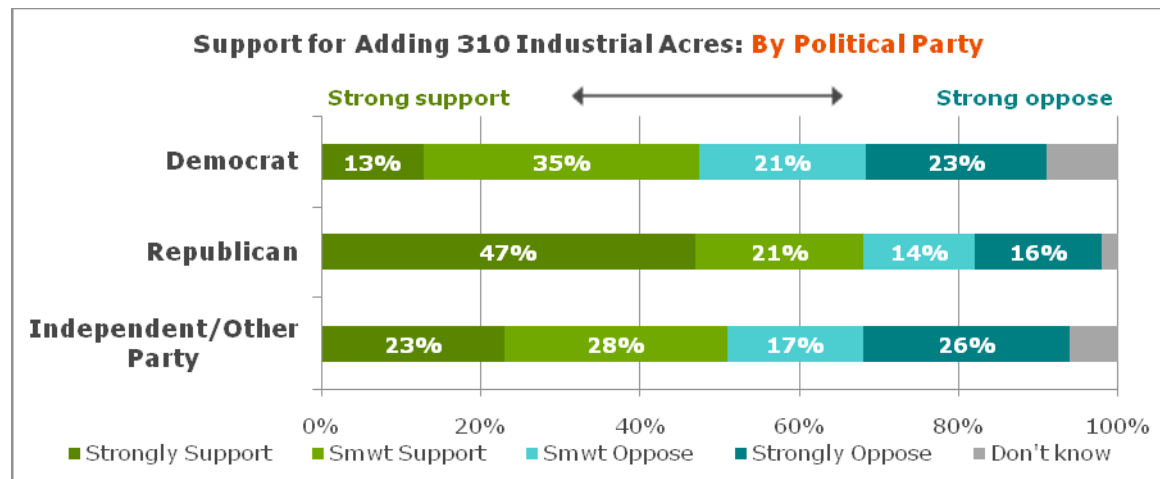
- No expansion of the UGB for employment is needed at this time. Job growth can be accommodated within the existing UGB.
- The region needs some flexibility in meeting future employment needs, but the smallest expansion recommended should be sufficient for employers right now.
- The region needs maximum flexibility in meeting future employment needs, and the UGB should be expanded by up to 1,500 acres for industrial purposes right now to ensure we have land ready when employers need it.

Five in 10 would support the Metro Council adding 310 acres just north of Hillsboro into the urban growth boundary to accommodate industrial employers.



Demographic Differences: Residents of Washington County (60%) are the strongest supporters of adding 310 acres near Hillsboro into the UGB zoned to be industrial lands. Clackamas County residents are in majority support (56%), while Multnomah County residents are more divided (47% support).

Demographic Differences: Republicans are the strongest supporters (68%), with Democrats (48%) and Independents (51%) showing lower support levels.



Members are less supportive of adding more than 310 acres to have “shovel ready” sites available for the future. Three in 10 (29%) support the Metro Council adding more than 310 acres into the UGB, while 65% oppose this. With the exception of Republicans, more than five in 10 in each subgroup oppose this.

3. ANNOTATED QUESTIONNAIRES

Metro Opt In Survey 6: Industrial and Residential Lands Expansion Survey
July 22- August 2 2011; Opt In Members
Industrial Lands: 1,139
DHM Research

INTRODUCTION: Thank you for participating in this Opt In survey. This fall, as required by Oregon law, the Metro Council will consider whether to expand the region's urban growth boundary (UGB) to accommodate the growth in jobs and population that is forecasted for the next 20 years.

Recently, Metro Council was provided with several options to consider, and the Council would like to know your opinions and concerns to help inform its decision. Please read each question carefully as there is a lot of information to weigh and consider.

Your opinions are very important to decision-makers. For some questions, there may not be a response that fits your opinion. If necessary, add your opinions in the "additional comments" box provided on each page. It should take 7 to 10 minutes to complete the survey.

To ensure individual responses remain confidential, this survey is being hosted by DHM Research, a non-partisan and independent public opinion research firm. None of your answers will be associated with any identifying information.

UGB Industrial Land Expansion Survey

1. How familiar are you with the region's urban growth boundary?

Response Category	Industrial
Very familiar	29%
Somewhat familiar	55%
Not too familiar	11%
Not at all familiar	4%
Don't know	0%

Metro manages the urban growth boundary for the Portland metropolitan region that includes much of Clackamas, Multnomah, and Washington counties. This boundary separates urban development from rural areas. Metro is required by Oregon State law to ensure that there is a 20-year supply of buildable land within the urban growth boundary for a variety of uses including housing and employment.

2. Is your general impression that there is currently enough land within the urban growth boundary to accommodate job growth in the region over the next 20 years, or is more land needed for industrial uses?

Response Category	Industrial
Enough land	65%
More land needed	20%
Don't know	15%

3. Would you support or oppose expanding the UGB to provide more industrial land?

Response Category	Industrial
Strongly support	12%
Somewhat support	24%
Somewhat oppose	29%
Strongly oppose	30%
Don't know	6%

4. Would you support or oppose expanding the UGB for industrial uses if you knew that some of this expansion would be on existing farmland?

Response Category	Industrial
Strongly support	9%
Somewhat support	14%
Somewhat oppose	21%
Strongly oppose	53%
Don't know	3%

5. Where in the region do you think industrial expansion should occur? (Open; Provide text box) **See verbatim file.**

6. In your opinion, what approach should the Metro Council take in deciding whether to expand the UGB for jobs and large-site industrial uses?

Response Category	Industrial
Do not expand the UGB right now – new jobs should be located within the existing UGB.	60%
Make a small expansion of the UGB to accommodate job growth, and then consider a larger expansion in a few years if necessary.	28%
Make a large expansion of the UGB now to have a large reserve of buildable industrial land ready for the future.	10%
Don't know	3%

These next few questions are about planning for future jobs in the region.

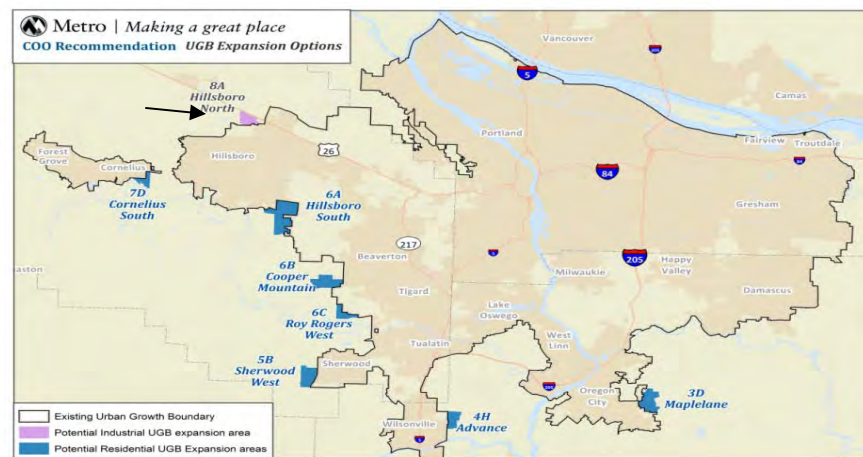
Metro recently prepared an employment forecast through 2030 and analyzed whether the current UGB can accommodate employment needs for the next 20 years. Metro found that the current UGB can accommodate many new jobs, but an expansion of 200 to 1,500 acres of the UGB will be needed for industrial employers who require 50-acre sites or larger.

7. Which of the following statements reflects your personal opinion?

Response Category	Industrial
The region needs maximum flexibility in meeting future employment needs, and the UGB should be expanded by up to 1,500 acres for industrial purposes right now to ensure we have land ready when employers need it.	17%
The region needs some flexibility in meeting future employment needs, but the smallest expansion recommended should be sufficient for employers right now.	42%
No expansion of the UGB for employment is needed at this time. Job growth can be accommodated within the existing UGB.	40%
Don't know	2%

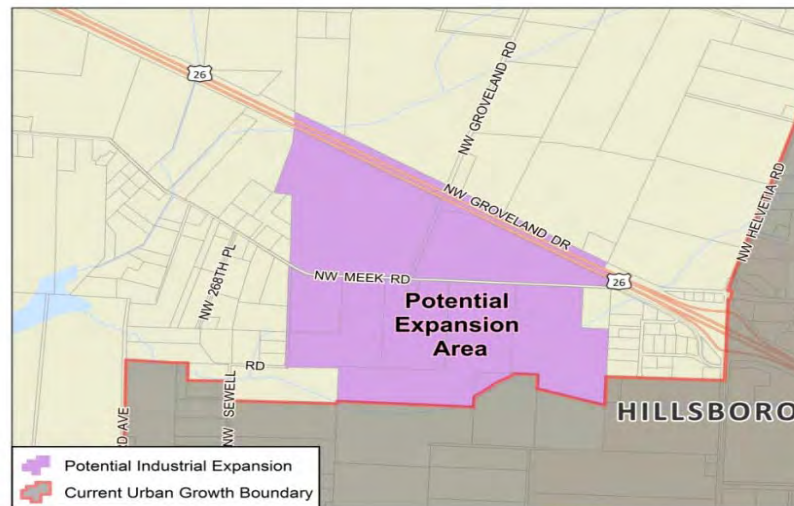
The Metro Council is considering adding at least 310 acres just north of Hillsboro that has direct access to Highway 26 into the UGB to accommodate industrial employers, like tech manufacturing sector employers, who require 50-acre sites or larger.

The following map shows several areas that are in consideration to be included into the urban growth boundary. The areas in blue are residential areas. The area in **purple** is being considered for industrial land expansion for employers. You will be asked about this **purple** area in the next few questions.



8. The Metro Council is considering adding at least 310 acres just north of Hillsboro that has direct access to Highway 26 into the UGB to accommodate industrial employers, like tech manufacturing sector employers, who require 50-acre sites or larger. Do you support or oppose the Metro Council adding this 310-acre area to the UGB for large-site employment purposes? (Q8 Image: North Hillsboro Industrial Map)

Response Category	Industrial
Strongly support	19%
Somewhat support	33%
Somewhat oppose	19%
Strongly oppose	22%
Don't know	7%



9. Some people would like more than the 310 acres in Hillsboro to be added to the UGB for large lot employment purposes. These additional industrial areas would not be used at this time, but would be “shovel-ready” sites to be used when employers need it for expansion purposes, or when new employers want to come into the area. Do you support or oppose the Metro Council adding more than 310 acres near Hillsboro to the UGB specifically for large-site industrial and employment purposes?

Response Category	Industrial
Strongly support	12%
Somewhat support	17%
Somewhat oppose	26%
Strongly oppose	39%
Don't know	5%

10. Is there anything you would like to add about Metro considering expanding the UGB for large-site industrial land purposes? (Open; Provide text box) **See verbatim file.**

UGB Residential Land Expansion Survey

1. How familiar are you with the region's urban growth boundary?

Response Category	Residential
Very familiar	31%
Somewhat familiar	56%
Not too familiar	10%
Not at all familiar	3%
Don't know	0%

Metro manages the urban growth boundary for the Portland metropolitan region that includes much of Clackamas, Multnomah, and Washington counties. This boundary separates urban development from rural areas. Metro is required by Oregon State law to ensure that there is a 20-year supply of buildable land within the urban growth boundary for a variety of uses including housing and employment.

For the next 20 years, it is estimated that most of the region's new housing can be built in areas already planned for or set aside. However, the Metro Council has determined that the region will need to find room for between 0 and 26,000 additional housing units beyond what is currently planned. Based on this information, more land may need to be added to the UGB to accommodate future housing needs.

2. In your opinion, what approach should the Metro Council take in deciding whether to expand the UGB for new housing?

Response Category	Residential
Do not expand the UGB right now and plan for the low end of the estimated need for housing.	60%
Make a small expansion of the UGB right now to accommodate future housing needs and consider a larger expansion in a few years if necessary.	29%
Make a larger expansion of the UGB now based on the assumption that the region will need the high end for housing.	8%
Don't know	2%

These next questions are about planning for future residential areas in the region.

Below are things some people have said about approving just a small expansion of the UGB. Does each of the following make you more likely to support a small UGB expansion, less likely, or does it make no difference in your opinion? (Randomize Q3-Q6)

Response Category	More likely	Less likely	No difference	Don't know
3. It would result in most new housing being built as smaller units in existing neighborhoods, as well as in the expansion areas, which could increase the number of homes in some areas.	50%	19%	27%	5%
4. It could drive more population growth to cities outside of the UGB, such as Vancouver, Canby and Newberg.	20%	29%	42%	8%
5. It would keep more farmland in production.	69%	9%	18%	4%
6. More dollars could be invested in improving existing neighborhoods.	64%	13%	19%	4%

Several areas are under consideration for expanding the urban growth boundary to accommodate the possible need for new residential housing over the next 20 years. The map of the tri-county region below indicates these possible expansion areas in **blue**.

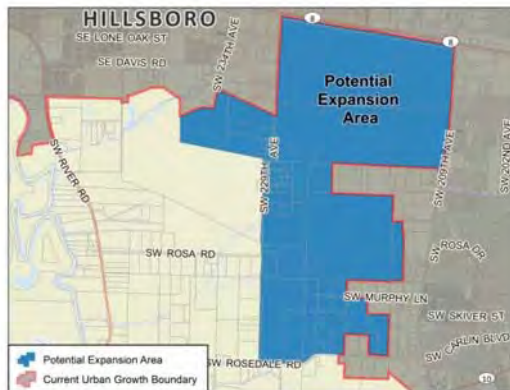


The following proposed expansion areas have undergone some urban planning. Most could be ready for development within several years of being incorporated into the urban growth boundary. Please consider each option independently, and indicate your level of support for each. (Randomize Q7-Q10)

Please indicate your level of support:

7. **Option 1:** Bring 1,063 acres located south of Hillsboro and the Tualatin Valley Highway within the urban growth boundary to make a new residential community of 7,150 houses. Developers and large property owners have made commitments to pay for some of the public services needed for urban development in this area. Do you support or oppose this option? (Q7 Image: South Hillsboro Map)

Response Category	Residential
Strongly support	19%
Somewhat support	29%
Somewhat oppose	17%
Strongly oppose	23%
Don't know	11%



8. **Option 2:** Bring 210 acres of the southeastern corner of Cornelius within the urban growth boundary. This area could supply 1,400 to 2,200 new housing units depending on housing types and lot sizes, and a space where a new high school could be built. Do you support or oppose this option? (Q8 Image: South Cornelius Map)

Response Category	Residential
Strongly support	13%
Somewhat support	26%
Somewhat oppose	21%
Strongly oppose	25%
Don't know	15%



9. **Option 3:** Bring 543 acres south of Cooper Mountain (located north of Scholls Ferry Road near the City of Beaverton) within the urban growth boundary. This area could supply 2,900 to 6,300 new housing units, depending on housing types and lot sizes. This addition could help the city of Beaverton meet its estimated need for new housing for the next 20 years. This area may also become a place where a new high school can be built for Beaverton students. Do you support or oppose this option? (Q9 Image: South Cooper Mountain Map)

Response Category	Residential
Strongly support	13%
Somewhat support	28%
Somewhat oppose	18%
Strongly oppose	29%
Don't know	12%



10. **Option 4:** Bring 256 acres located west of Tigard near the intersection of Southwest Roy Rogers Road and Southwest Beef Bend Road within the urban growth boundary. This area would allow for 1,600 to 2,500 new housing units depending on housing types and lot sizes to accommodate growth in the City of Tigard and West Bull Mountain Plan area. Do you support or oppose this option? (Q10 Image: Roy Rogers-West Bull Mountain Map)

Response Category	Residential
Strongly support	11%
Somewhat support	26%
Somewhat oppose	23%
Strongly oppose	25%
Don't know	15%



The next three options being considered have not undergone urban planning to the extent the previous set of options have, but are still being considered as additions to the UGB. (Randomize Q11-Q13)

11. **Option 5:** Bring 496 acres west of the City of Sherwood near Highway 99W and Southwest Kruger Road within the urban growth boundary. This area will be included into a new urban plan created for Sherwood. This area could supply 3,300 to 5,000 new housing units depending on housing types and lot sizes. Do you support or oppose this option? (Q11 Image: Sherwood West Map)

Response Category	Residential
Strongly support	9%
Somewhat support	22%
Somewhat oppose	23%
Strongly oppose	31%
Don't know	16%



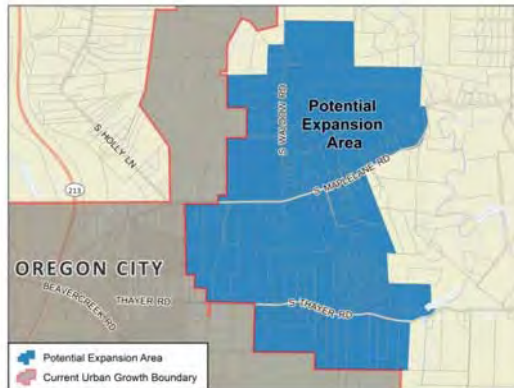
12. **Option 6:** Bring 316 acres east of City of Wilsonville near Advance Road within the urban growth boundary. The Advance area could supply 1,400 to 2,100 new housing units depending on housing types and lot sizes and allow the West Linn-Wilsonville School District to build a new school in the area. This area is adjacent to the Frog Pond area added into the UGB in 2002, but is currently still undeveloped. Do you support or oppose this option? (Q12 Image: Advance Road Map)

Response Category	Residential
Strongly support	10%
Somewhat support	21%
Somewhat oppose	21%
Strongly oppose	31%
Don't know	17%



13. **Option 7:** Bring an additional 573 acres in the Maplelane area just east of Oregon City within the urban growth boundary. Adjacent areas have been added to the UGB but have not yet been developed. The Maplelane area could supply an additional 2,700 to 4,000 new housing units depending on housing types and lot sizes. While the Metro Council can add land to the urban growth boundary, Oregon City voters must approve any additional land annexed to the city. Do you support or oppose this option? (Q13 Image: Maplelane Map)

Response Category	Residential
Strongly support	9%
Somewhat support	23%
Somewhat oppose	20%
Strongly oppose	27%
Don't know	21%



14. Should Metro implement none of these options, just one of these options, more than one but not all of these options, or all of these options? The full descriptions are located below the map for your reference.

Response Category	Residential
None	31%
Just one	14%
More than one but not all	36%
All	9%
Don't know	10%

15. (If one or multiple to Q14) Check all options that you think should be implemented. (Show options 1-7 and All Areas Expansion Map)

Response Category	Residential
Option 1 (South Hillsboro)	53%
Option 2 (South Cornelius)	38%
Option 3 (South Cooper Mountain)	39%
Option 4 (Roy Rogers-West Bull Mountain)	28%
Option 5 (Sherwood West)	22%
Option 6 (Advance Road)	26%
Option 7 (Maplelane)	30%
Don't know	13%

16. Finally, is there anything you would like to add about Metro considering expanding the UGB for residential housing purposes? (Open; Provide text box) **See verbatim file.**

DEMOGRAPHIS

Gender

Response Category	Industrial	Residential
Male	49%	51%
Female	51%	49%

Age

Response Category	Industrial	Residential
13-17	0%	0%
18-24	2%	2%
25-34	20%	19%
35-54	41%	42%
55-64	23%	24%
65%	14%	13%

Political Party Identification

Response Category	Industrial	Residential
More of a Democrat	56%	56%
More of a Republican	9%	8%
More of an Independent/Other	28%	28%
No answer	7%	8%

County

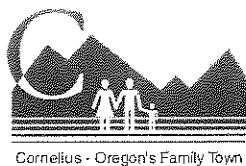
Response Category	Industrial	Residential
Clackamas	10%	12%
Washington	25%	25%
Multnomah	63%	61%
Other	2%	2%

CONCLUSION

Thank you for taking time to share your views about this important decision before the Metro Council. The results of this survey will be shared with the Metro Council as it prepares for its decision this fall.

More information about the changes to the UGB, including upcoming public hearings and other opportunities for public comment, can be found online at www.oregonmetro.gov/greatplaces

Thank you again for taking the time to share your views on this important decision.



CITY OF CORNELIUS

Metro Policy Advisory Committee
Metro
600 Northeast Grand
Portland, Oregon, 97232

September 14, 2011

Subject: **City of Cornelius Appeal for Urban Growth Boundary Expansion**

Dear Chair Lehan and Members of MPAC

With some desperation, the City of Cornelius appeals to MPAC for its support in adding 266 acres to the Urban Growth Boundary east and south of our community primarily for residential development. The omission of this land from the reduced Metro staff proposal for UGB expansion published last week was a surprise to our community and property owners planning for urban redevelopment in this area. There has been no opposition to this area coming in. The area's urban value and readiness for redevelopment have been acknowledged by Metro staff to date.

Urban Reserve Area 7D is 210 non-controversial acres just 5 blocks southeast of our Town Center.

It is planned for three uses for which urban services are available:

- Residential development of 140 acres at 10 units/acre average
- High School planned for 40 acre site owned by the Hillsboro School District
- Community Park & Trail on 26 acres with both active and passive green space

Urban Reserve Area 7C (partial) is 56 non-controversial acres just 8 blocks east of our Town Center along frequent transit served Baseline (Hwy 8):

- 56 acres of existing low density housing and underdeveloped commercial uses planned for higher density mixed use corridor development (mainly housing)

Reasons for immediate UGB expansion:

1. Space for housing development is essential, as there is no vacant site over an acre available for housing within the current Cornelius UGB.
2. Cornelius needs additional jobs that would result from the mixed-use corridor along Baseline, high school and park facility to achieve socio-economic health and livability.
3. Hillsboro School District plans to build Cornelius' only high school on its property here within the next 5 year; this is just 6 blocks from our Town Center.
4. The high school site and Tualatin River provide the best opportunity for Cornelius' first really connected active/passive community park and pathway.
5. Property owners want to redevelop and all urban services are available.
6. The Metro Region should show its commitment to its Equity and Complete Community values by giving Cornelius some space to sustain itself.

Thank you.

Jeffrey Dalin
Cornelius City Council President

Cornelius UGB Expansion





MPAC
Metro
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

Re: 2011 UGB Decision

Dear All,

The City of Forest Grove supports the consideration of two areas to be included in the upcoming UGB decision. The attached map identifies the two areas for residential (Area 1 on the map) and industrial (Area 2 on the map). Before discussing each area, we would like to mention some broader policy related issues that pertain to these areas.

- Need for large lot industrial sites in the Metro region have been identified as a range from 200 to 1500 acres. The COO recommendation is at the lower end of this range at 310 acres. We believe there is room to consider additional areas.
- Past reports prepared by Metro and Hillsboro substantiate the need (growth potential) for high tech, solar and biotech/biopharma.
- The most successful economic development strategies to attract new investment into a region are to provide a diversity of sites. The diverse number of sites provides an area the greatest opportunity to capture a wide variety of industrial users and enhance investment in an area.
- Forest Grove offers industrial sites that are unique (in the true sense of the word) for the region. As noted in the Metro staff analysis of the various areas analyzed for potential UGB expansion, Forest Grove can offer power rates that are substantially lower than the remainder of the region due to the community's own light and power operation.
- The City's lower power rates have resulted in high tech companies with high power usage to consider the community as part of final site selection. This included consideration of the Forest Grove community after rejecting Hillsboro sites during preliminary site reconnaissance due to the high power costs of PGE.
- The City's Economic Opportunities Analysis indicates a need for at least one industrial site 50 to 100 acres in size in the medium and high growth scenarios for the next 20 years. It is important to note that there are no such sites in the community at this time. This cripples our ability to attract large-lot industrial companies.

Thus, the inclusion of Area 2, which is 115 acres in size, can help begin to address both local and regional large-lot industrial needs.

The following are specific comments on the two areas. Conceptual plans have been developed for both areas. While these plans have not addressed all of Title 11 (of the Metro Functional Plan) requirements, the efforts have created a land use framework for both areas. Area 1, which is on David Hill, has been planned for residential between 21 and 32 units per net acre densities on the two properties. This would allow for an overall

density of 10.5 units per net acre for the entire urban reserve area. Considerations for topography, service availability, open space and preservation of sensitive lands have been taken into account as well as visual buffering for the community. Both property owners support inclusion into the UGB at this time.

As part of the Urban Reserve process, the City has conceptually planned the entire Purdin Road area primarily for large lot industrial development with planned residential development in the southwest portion of the area. As noted in the Metro staff analysis for each potential UGB expansion area, Area 2 as well as the entire Purdin Road area is well served by urban services. Services are located near or adjacent to the urban reserve area. In addition, the City and Clean Water Services has sufficient capacity to serve the area. The one matter City staff would take issue with the Metro analysis is the transportation costs. The estimate using ODOT HERS analysis is over \$47 million. This is based on the construction of 4.1 lane miles being built. (It should be noted that the Metro staff estimated transportation costs compared with the COO recommended Hillsboro North area is lower based on any measure - total cost, cost/square miles, cost/added lane miles or cost/system miles.)

The City contends this estimate is exceedingly excessive for the development of Area 2. The area currently is served by two existing roads designated as an arterial (Thatcher Road) and collector (Purdin Road). Both of these roads have capacity to absorb traffic generated by an industrial use in Area 2.

One of Metro's guiding principals specifically recognizes the importance of establishing sustainable communities and equity. Excluding any large-lot industrial sites in Forest Grove ignores this important regional principal. Inclusion of this site located only seven miles from Hillsboro improves the diversity of regional industrial sites and will be critical in our efforts to develop a healthy, vibrant and sustainable community.

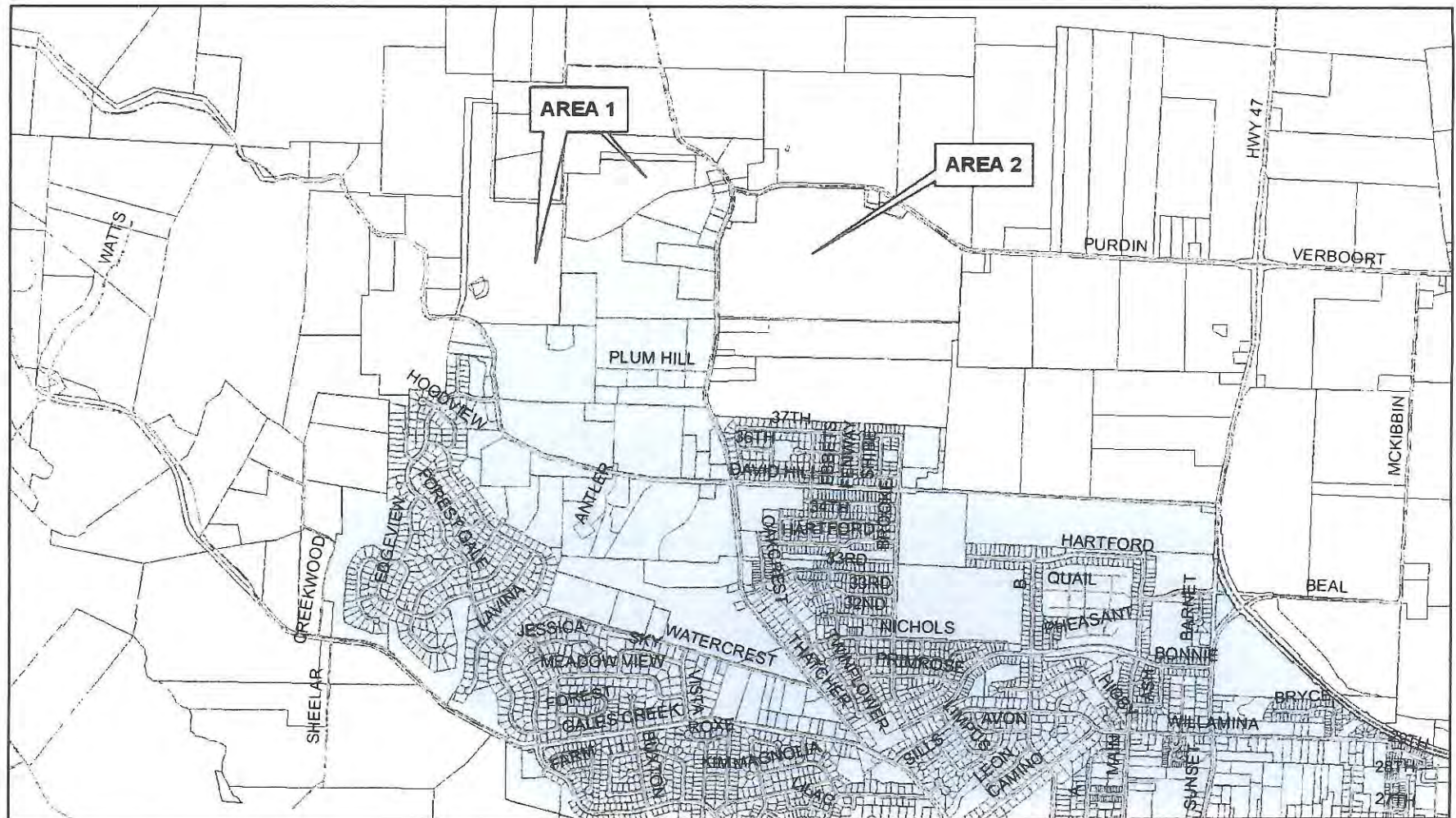
In closing, the City respectfully requests that MPAC include Area 2 shown on the attached map as part of the UGB expansion for large lot industrial needs and give consideration of Area 1 for additional residential areas.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Truax", written in a cursive style.

Peter B. Truax,
Mayor

Forest Grove UGB Expansion Request



Legend

- Area within UGB
- Urban Reserve Area

0 750 1,500 3,000 4,500 6,000 Feet

city of
forest
grove



Home of the Tualatin River National Wildlife Refuge

City of Sherwood
22560 SW Pine St
Sherwood, OR 97140
Tel 503-625-5552
Fax 503-625-5524
www.sherwoodoregon.gov

Mayor
Keith Mays

Council President
Dave Grant

Councilors
Linda Henderson
Robyn Folsom
Bill Butterfield
Matt Langer
Krisanna Clark

City Manager
Jim Patterson



2009 Top Ten Selection

2007 18th Best Place to Live



September 13, 2011

METRO Council
600 NE Grand Avenue
Portland, OR 97232

Dear Council Members,

Area 5B, west of Sherwood has been recommended for consideration of an expansion of the Urban Growth Boundary in both the August 2010 and July 2011 COO recommendations. We believe this area is the most suitable out of the areas originally evaluated for UGB expansion. Sherwood is surprised now that this area was not included in the draft Ordinance released last week regarding UGB expansion. After much review and discussion, we have determined that a smaller portion would provide more immediate development potential and would help Sherwood meet our long term needs. For this reason, we are writing to express strong support for including a smaller, 276 acre, portion of the Sherwood West area into the UGB. Attachment 1 is a copy of Resolution 2011-076 recently passed by Council supporting inclusion of this area into the UGB. Exhibit A of this resolution is a map of the area proposed for inclusion and Exhibit B is draft findings to support including this area in the UGB.

This 276 acre portion of area 5B being brought into the UGB with this round of UGB expansions is the best decision for the region, our Washington County neighbors, and the Sherwood Community for the following reasons:

- ☐ Contributes to Great Communities by supporting walkable, neighborhood scale development and balance between Sherwood's Town Center, Old Town, existing neighborhoods and employment areas.
- ☐ Meets the factors for UGB expansion:
 - Can be served in the near future without excessive cost
 - Helps meet the regional residential land need
 - Land is not designated resource or high value farm land; not likely to garner objection to inclusion
- ☐ Can be developed at densities of 12 units per acre; 2,175 units over the 20 year planning period.
- ☐ Helps achieve transportation improvements critical to the continued success of the Sherwood community and southern Washington County.
- ☐ Helps provide a north-south balance of growth capacity in the western portion of the region.

- Previous UGB expansions were forced to consider soil types first and this area was likely “next in line.” Prior to the reserves process a significantly larger portion of the area than the 276 acres being requested would have likely been considered for UGB expansion. The reserves process allows the Metro Council to consider more than just soil type when considering UGB expansions, however this area is extremely suitable for UGB expansion for multiple reasons, including soils.

Specifically:

- **Contributes to Great Communities.** Inclusion of the 276 acre portion of the Sherwood West urban reserve area into the UGB will enable the City of Sherwood to provide for a walkable neighborhood scale commercial node to support existing residents on the west end of town as well as new residents in the UGB expansion area. Development of the area will also help provide transportation solutions to existing problem areas and will support increased transit. The inclusion of this area, when looked at from the holistic view point of the entire community, will help Sherwood achieve the six desired outcomes at a local level as well as helping the region achieve it at a larger scale.
- **Meets the UGB factors.** The 276 acre area proposed for inclusion will achieve the six desired outcomes and addresses the Goal 14 factors and the factors for UGB inclusion in the Metro Code (3.01.020).
- The area is comprised primarily of exception land, is surrounded by exception land, and there are very **few environmental constraints**. Those constraints that do exist in the area can be avoided. As a result, inclusion of this area will not remove high value farm land from operation and will be planned and developed in compliance with Goal 5 and Metro Title 3 and 13 requirements, protecting habitat and other natural resources.
- Within the area proposed for inclusion in the UGB, there are 276 acres, 33 of which are constrained based on the methodology steps used by Metro staff in the UGB alternatives analysis. Utilizing the methodology outlined by Metro for removal of future land needed for streets, parks, schools and churches, this results in 181 developable acres and a **residential density of 2,175** based on 12 units per acre.
- We envision that this area could be efficiently and effectively served at a density of 12 units per acre for a density of 2,175. With the relatively gentle topography, this area could accommodate a range of housing styles and densities. Depending on transit availability, additional density could be supported in this area in the long term.
- This **area will complement and enhance the City, the town center and Old Town.** We envision that this area will include a small 25-40 acre neighborhood commercial/mixed use node which will provide for some higher density opportunities and will provide residents on the western edge of town the opportunity to access necessary services without the auto trips that currently result in increased congestion at the intersections adjacent to the Town Center.

- The City will begin a Town Center Plan shortly and knowledge of the anticipated development of this UGB expansion area will be critical to identify and implement the appropriate vision for the Town Center.
- The City intends to develop a concept plan for the 276 acre area as well as additional urban reserve areas in the vicinity to ensure growth is well planned and seamless.
- Inclusion of this area in the UGB will incentivize the City to look holistically at the area surrounding the proposed UGB expansion and may result in zone changes to bring an existing low density residential large under-developed parcel into higher and better use.
- The City has not completed a detailed plan for the area, however we have studied the area through the urban and rural reserves process and **determined that the area can be served with public infrastructure** in the foreseeable future with:
 - *Transportation* – This area is bordered on the south by Chapman Road, to the east by Elwert Road and to the north by Haide Road. In addition, in the middle of the area is the Kruger/Elwert/99W intersection which is current a safety hazard and contributes to significant congestion. The City of Sherwood has recently acquired property necessary to re-align and fix this intersection. Inclusion of this area in the UGB will help spur this project, and will make it economically make more sense. We have also examined the possible street extensions and find that 195th could be extended north from Chapman to Haide to provide a north-south connection through the area; with 195th bordering the UGB expansion area on the west. Internal circulation will be able to provide walkable blocks throughout the area. There may be limited road connections south of Krueger where a tributary of Cedar Creek is located; however there sufficient opportunities for a network of streets on the north and south side of this tributary.
 - *Water* – The City has a reservoir at elevation 425 which could serve the entire area requested for inclusion. The City has invested significant funds to construct a new reservoir and bring water from the Willamette River through partnership with Wilsonville. This project is nearly complete and will accommodate more than four times the current population. The City does not foresee issues with providing water to this proposed UGB expansion area.
 - *Sanitary sewer* – There are several options for serving this area with sewer. The first option, going to the north to an existing main in Copper Terrace, would be best suited if the entire western portion of the urban reserve was being included. The second option appears best suited for the proposed UGB expansion and would provide gravity flow across (under) Highway 99W to a planned main in the Brookman UGB expansion area. The Brookman area was brought into the UGB in 2002 and has a completed and implemented concept plan. The City has initiated annexation of the area, with a November 2011 election

scheduled. The City adopted the Sanitary Sewer Master Plan in 2007 which included necessary upgrades to provide service to the Brookman area (south of Sherwood). The City is in the process of extending sewer to the Brookman area to facilitate development of that area. If we know that the area west of Sherwood will be brought into the UGB in the foreseeable future, the City can plan for and ensure that the line size extended through the Brookman area is sized appropriately to accommodate the area west of Sherwood.

- *Storm* – There are opportunities for regional water quality facilities in this area as well as the option for development to address storm water on-site
- We appreciate the desire to limit expansion of the UGB as much as possible and agree that growth should be planned and controlled. That said, we have found from our own local experiences that it takes approximately 10 years for land to be ready for development from the time it is brought into the UGB. This lag is due to the time required to secure funding to conduct planning, planning itself, annexation, and finally land use review and infrastructure construction.
- The City of Sherwood has evaluated the existing city limits and projected our long term needs. Our estimates are based on an economic opportunity analysis (EOA) which was adopted by the City Council, fully compliant with the State's Goal 9 standards and acknowledged by DLCD. The EOA growth assumptions estimated 30,193 residents by the year 2025 (medium growth scenario). Given the recent population estimate after the 2010 census and the capacity within the existing City limits and recently concept planned areas, we estimate a need to accommodate an additional 8,800 residents (3,523 dwelling units) over the next 15 years. The area we are requesting to be added to the UGB is less than what is needed in the long term; however we believe that given the topography, proximity of urban services, property owner interest and existing soil type and uses, the area is the most ready for development and the most suitable for development at the urban densities consistent with the "Six desired outcomes" adopted by the Metro Council.
- Inclusion of this area will also contribute to meeting the region-wide anticipated land need while providing for a better north-south balance in the distribution of housing.
- Metro, along with the City of Portland, Tigard, Sherwood, Tri-Met and ODOT are coordinating on the High Capacity Transit study. It will be important to consider this area as part of that study if it is going to be providing urban densities within the foreseeable future. Information on this area and how it might develop will influence whether HCT can be supported to or through the City of Sherwood.

In summary, the City of Sherwood is requesting that 276 acres west of Sherwood be added to the UGB. This is a portion of the Sherwood West area previously studied and represents the most buildable, least constrained portion of the Sherwood West Area. Adding this area to the UGB will provide approximately 2,175 additional dwelling units at 12 units per acre and will help meet the 20 year identified housing need.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith M.", with a stylized flourish at the end.

Keith Mays, Mayor

CC: City Manager Jim Patterson
Tom Pessemier, Community Development Director
Julia Hajduk, Planning Manager



RESOLUTION 2011-076

A RESOLUTION SUPPORTING ADDING LAND WEST OF SHERWOOD (A PORTION OF METRO UGB ANALYSIS AREA 5B) TO THE REGIONAL URBAN GROWTH BOUNDARY (UGB)

WHEREAS, the Sherwood City Council has discussed the long term needs of the community and acknowledges that growth in residential and employment is needed to meet the needs of future residents, including opportunities for existing youth to stay in or return to Sherwood to raise their families; and

WHEREAS, The City of Sherwood currently has a population of 18,205 and the 2005 Economic Opportunities Analysis (EOA) anticipated a population of 30,193 by the year 2025; and

WHEREAS, The City of Sherwood has already taken steps to address the housing to jobs imbalance through Comprehensive Plan changes for the Tonquin Employment area that will meet the EOA recommendation for job growth through 2025

WHEREAS, This City has an established history of completing concept plans for areas added to the UGB and facilitating development of the areas through city initiated annexations to help ensure the community has an adequate supply of buildable land for existing and future residents; and

WHEREAS, Sherwood has determined that there is vacant land, including UGB areas not yet annexed, sufficient to accommodate approximately 1256 dwelling units based on current zoning, however the number of units needed to accommodate the expected growth is approximately 4,795 units; and

WHEREAS, Metro has studied the area identified as Area 5B and found that it could be suitable for inclusion in the UGB as identified in the August 10, 2010 COO recommendation and the July 5, 2011 COO recommendation; and

WHEREAS, the City has evaluated the entire 496 acre area and determined that it would be less costly and more efficient to bring in and develop a smaller portion of the area; a 276 acre portion identified specifically as Exhibit A; and

WHEREAS, the City has determined that developing the 276 acre area west of Sherwood could provide for an additional 2175 units at 12 units per acre; and

WHEREAS, while the City realizes this alone will not provide sufficient density to meet the 20 year projected housing needs, the addition of this area to the UGB in concert with the City conducting a Town Center Plan, Comprehensive Plan update and Transportation System Plan update will enable

the City to ensure that an adequate amount of land and a balance of dwelling units and jobs is available to meet our communities 20 year land needs; and

WHEREAS, the addition of this land to the UGB is fully consistent with state and regional factors for UGB expansion as demonstrated in Exhibit B; and

WHEREAS, the City believes the addition of this area on the western edge of the community will contribute a great community by providing:

- Opportunity for transportation improvements,
- walkable mixed use neighborhoods to serve future residents
- Neighborhood scale commercial to serve existing residents in the western portion of Sherwood not currently within walking distance to services
- Responsible development that minimizes impacts to the environment and adjacent farm and forest land

NOW THEREFORE BE IT RESOLVED BY THE CITY OF SHERWOOD CITY COUNCIL:

Section 1: The Council supports the inclusion of the 276 acre area into the UGB and the development of plans and implementation policies to ensure development consistent with the goals of the community and the region for a great community.

Section 2: The Council requests the Metro Council add the 276 acre area shown in Exhibit A into the UGB as part of the UGB expansion process.

Section 3: This resolution shall be effective upon its approval and adoption.

PASSED AND APPROVED this 12th day of September, 2011.


Keith S. Mays, Mayor

Attest:


Sylvia Murphy, CMC, City Recorder

Proposed UGB Expansion-Sherwood West

Exhibit A



Six desired outcomes

- **Vibrant communities – live and work in walkable communities**
- **Economic prosperity – current and future residents benefit from the regions sustained economic competitiveness and prosperity**
- **Safe and reliable transportation - safe and reliable transportation choices that enhance quality of life**
- **Leadership on climate change – region is a leader in minimizing contributions to global warming**
- **Clean air and water – current and future generations enjoy clean air, clean water and healthy eco systems**
- **Equity – benefits and burdens of growth and change are distributed equitably**

Inclusion of the 276 acre portion of the Sherwood West urban reserve area into the UGB will enable the City of Sherwood to provide for a walkable neighborhood scale commercial node to support existing residents on the west end of town as well as new residents in the UGB expansion area. Development of the area will also help provide transportation solutions to existing problem areas and will support increased transit. The inclusion of this area, when looked at from the holistic view point of the entire community, will help Sherwood achieve the six desired outcomes at a local level as well as helping the region achieve it at a larger scale.

Goal 14 Factors

The August 2010 COO recommendation includes analysis of the entire Sherwood west area. Based on this analysis the COO recommended that this area be considered further for inclusion of the UGB, however the area was not among the top four areas recommended for consideration in the July 5, 2011 recommendation. The recommendation does, however, state that the Sherwood West area could be considered if the Metro Council wished to consider other locations. We believe that inclusion of only the 276 portion of the area best meets and addresses all factors and would be a suitable addition to the UGB. The following analysis is based on only the 276 portion of the Sherwood west urban reserve area being included:

Orderly and economic provision of public facilities and services

As documented in the August 31, 2011 draft letter to the Metro Council, inclusion of the 276 portion of the Sherwood west urban reserve can be efficiently and orderly served by public facilities and services.

- Water service is available with little additional cost other than what is traditionally expected to be paid for by a developer. The City has a reservoir at elevation 425 which could serve the entire area requested for inclusion. The City has invested significant funds to construct a new reservoir and bring water from the Willamette River through partnership with Wilsonville. This project is nearly complete and will accommodate more than four times the current population. The City does not foresee issues with providing water to this proposed UGB expansion area.
- Sanitary sewer can be extended with some costs, but, if planned appropriately, lines can be sized to adequately accommodate this area. There are several options for serving this area with sewer. The first option, going to the north to an

existing main in Copper Terrace, would be best suited if the entire western portion of the urban reserve was being included. The second option appears best suited for the proposed UGB expansion and would provide gravity flow across (under) Highway 99W to a planned main in the Brookman UGB expansion area. The Brookman area was brought into the UGB in 2002 and has a completed and implemented concept plan. The City has initiated annexation of the area, with a November 2011 election scheduled. The City adopted the Sanitary Sewer Master Plan in 2007 which included necessary upgrades to provide service to the Brookman area (south of Sherwood). The City is in the process of extending sewer to the Brookman area to facilitate development of that area. If we know that the area west of Sherwood will be brought into the UGB in the foreseeable future, the City can plan for and ensure that the line size extended through the Brookman area is sized appropriately to accommodate the area west of Sherwood.

- Storm – There are opportunities for regional water quality facilities in this area as well as the option for development to address storm water on-site
- Transit - The region is currently undergoing the HCT study and inclusion of this area will inform this process which, in turn could ensure increased transit coverage to the city of Sherwood.
- Transportation - Development of this area will help facilitate significant and necessary transportation improvements. The Krueger/Elwert/99W intersection is unsafe and realignment is necessary. The City has recently acquired land to accommodate this realignment and inclusion of the area into the UGB and ultimate development of the area will help ensure funding is provided to accomplish this realignment. In addition, the area is adjacent to 99W a principal arterial and Elwert, an arterial. The existing roads, 195th and Haide, can be constructed to support the densities envisioned in this area.
- Parks – Consistent with the methodology outlined in the COO recommendation, 5 acres of park land would be required for this area. However, the City of Sherwood has park and open space requirements for both single and multi-family developments which will result in significantly more open space. In addition, the City plans on updating the Park SDC in the next fiscal year and information on whether this area will be included and should be considered when determining the SDC methodology will be important.
- Schools – It is estimated that full development of this area will result in the need for additional schools. The City will continue to work closely with the school district, as it has done with both the concept planning for Area 59 and the Brookman Concept Plan area, to ensure that the District needs are addressed through the concept planning.

Comparative environmental, energy, economic and social consequences

The analysis in the COO recommendation is generally consistent with this reduced area being considered. By reducing the size of the area requested for inclusion in the UGB, a significant amount of constrained land is also removed from consideration. Under the

original scenario, there was 64 acres of constrained land, compared to 33 in the reduced area scenario. Because Sherwood is already compliant with Title 13, we anticipate that any impacts to the natural resource areas will be minimized and mitigated.

With the reduction in area, only 28 tax lots remain with an average size of 9.7 acres. There are 14 structures within the area. Urbanization will impact the rural lifestyle of residents in this area and there do appear to be several pockets of agricultural activities, however the positive economic, social and energy impact of urbanization and improved transportation outweighs the negative economic impact of the loss of this area from agricultural use.

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

The area proposed for inclusion into the UGB is not adjacent to designated resource land. It is not expected that inclusion of this area and development will be incompatible with the farm and forest activities occurring further west and north of the subject area.

Metro Code Section 3.01.020 factors that must be considered when evaluating land for inclusion in the UGB:

Equitable and efficient distribution of housing and employment opportunities throughout the region

Inclusion of the 276 acre portion of the Sherwood west urban reserve will ensure and equitable distribution of housing opportunities in the western portion of the region by providing for housing choices in both north and south county. Additional housing in this area will increase efficiency in the transportation systems by providing additional housing to support the newly concept planned employment land in the Tonquin Employment Area and the SW Tualatin Concept Plan area.

Contribution to the purposes of Centers

The 276 portion of the Sherwood west area of the urban reserve will provide for additional housing opportunities along with the possibility of a small mixed use neighborhood commercial node. This will provide for a walkable destination for existing residents on the western side of Sherwood where none currently exists. The location is adjacent to Pacific Highway, a designated corridor. It is not anticipated that inclusion of this area will detract from or compete with the existing town center because the area serves a different purpose. In fact, inclusion of this area will provide for additional housing which will provide additional market to support a well planned town center. Increased residential opportunities will also help support increased transit service into the City which in turn, will also help support a dense walkable town center.

Protection of farmland that is most important for the continuation of commercial agricultural in the region

The proposed addition is dominated by exception land and is not high value farm land. Inclusion of this area into the UGB will minimize removal of high value farmland elsewhere to meet the residential land need.

Avoidance of conflict with regionally significant fish and wildlife habitat

The area includes 33 acres of regionally significant fish and wildlife habitat (Class I and II riparian and Class A and B upland habitat). These natural resource areas can be avoided or impacts minimized as development occurs. In addition, because the area proposed for inclusion is relatively gently sloped and will be relatively easy to develop, impacts in other areas in the region can be avoided. Finally, by including options and suitable land supply, it eliminates or minimizes the desire of developers to removal unregulated habitat in order to gain the most density and profit.

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

The reserves process has already addressed this factor in part for the entire urban reserve; however the portion proposed to be added at this time also addresses this as it is bordered by Haide Road to the north. To the west, 195th, and its ultimate connection to the north will serve as a built transition.

September 13, 2011



City of Tigard

Daniel B. Cooper, Chief Operating Officer
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

Re: COO Recommendation 2011 Growth Management Decision

Dear Mr. Cooper,

On behalf of the Tigard City Council, I affirm Tigard's desire to include the 256-acre "Roy Rogers West" area in the 2011 Metro Growth Management Decision. This is important because the area's inclusion in the Urban Growth Boundary (UGB) is needed to comprehensively plan for and provide urban services to Roy Rogers West and UGB expansion areas 63 and 64.

All three areas comprise approximately 730 acres. If Roy Rogers West is *not* included in the UGB, required planning and urban service provision would be inefficient and piecemeal. Consequently, the region would be ill-served by the loss of having the entire area become available for necessary employment and housing.

Washington County and Tigard have committed considerable resources to ensure that the entire 730-acres can be urbanized consistent with Metro Functional Plan requirements. These efforts would be undermined if Roy Rogers West is not included in the UGB. Previously, with the concurrence of Metro, the area was included in the original West Bull Mountain Concept Plan, adopted by Washington County in November 2010. It was included because areas 63 and 64 cannot successfully urbanize without a "land bridge" to provide needed connectivity for infrastructure, transportation and land use.

Tigard, Beaverton and Washington County have exhibited their mutual willingness to ensure the implementation of the Bull Mountain Concept Plan by cooperating in Tigard's annexation of area 64, known as River Terrace. It is expected that area 63 and Roy Rogers West will follow. At this juncture, not bringing Roy Rogers West into the UGB would be a setback to Tigard and our partners. It would also disappoint property owners who have waited many years for resolution of Metro's 2002 UGB decisions.

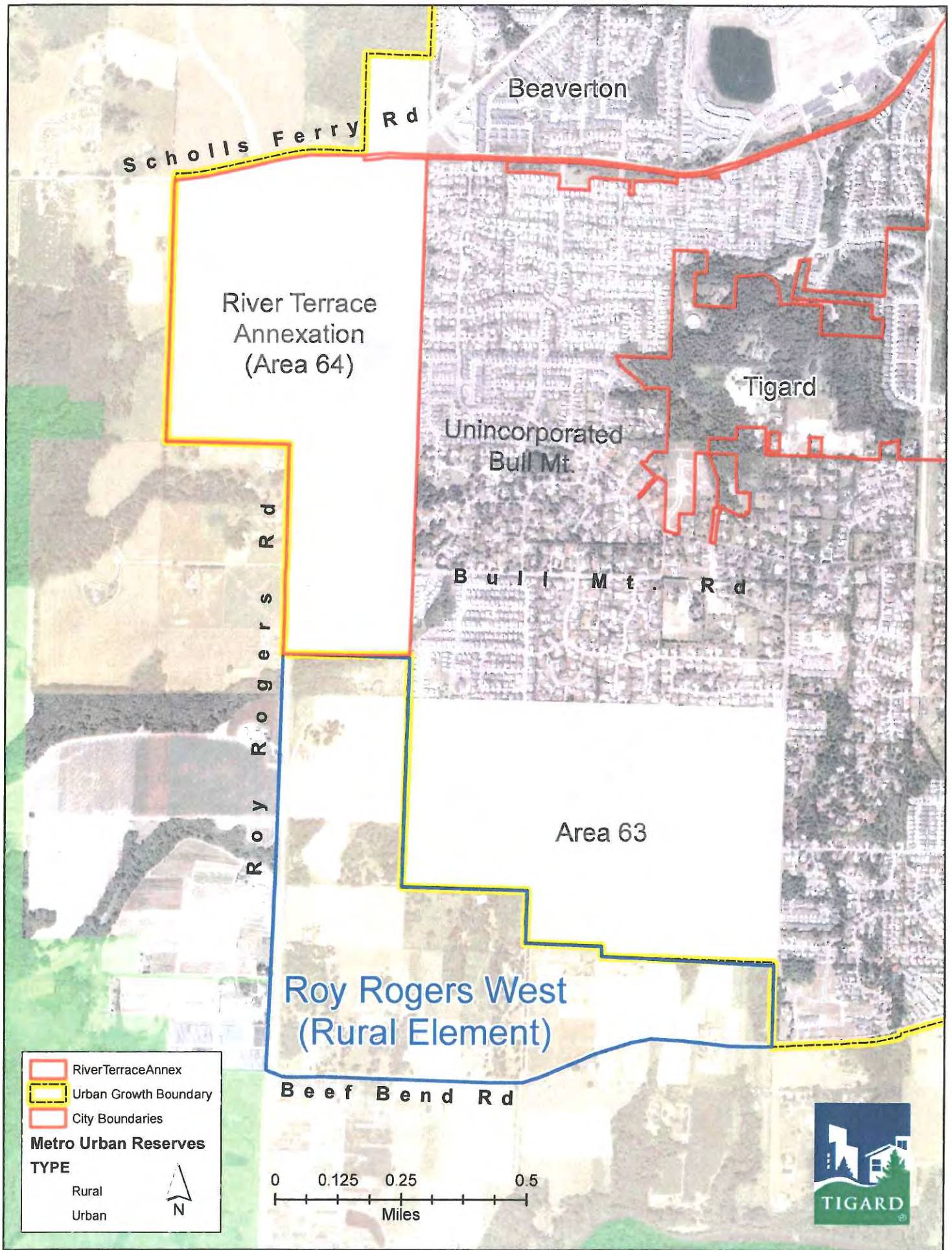
Tigard is prepared to move forward with our partners to develop a community plan for the whole 730-acre area. It is important to Tigard that community planning resources are used efficiently. Metro can contribute to this effort by bringing Roy Rogers West into the UGB.

I have attached a map of the three areas included in the West Bull Mountain Plan. Please note that Tigard refers to area 64 as River Terrace. Roy Rogers West is the same area as the "Rural Element" in the West Bull Mountain Concept Plan.

Best regards,

A handwritten signature in black ink, appearing to read "Craig E. Dirksen".

Craig E. Dirksen, Mayor
City of Tigard



RESOLUTION NO. 2320

A RESOLUTION OF THE CITY OF WILSONVILLE IN SUPPORT OF ADDING 316 ACRES OF LAND KNOWN AS THE “ADVANCE ROAD AREA” (METRO UGB ANALYSIS AREA 4H) TO THE REGIONAL URBAN GROWTH BOUNDARY FOR RESIDENTIAL USES.

WHEREAS, the City’s “*20-Year Look*,” a pro-active process that resulted in community-supported recommendations for residential expansion, vetted through the Planning Commission and City Council in 2007 with an extensive public process, identified the Advance area as the top-priority for future residential development in conjunction with Frog Pond;

WHEREAS, the Metro Council brought into the UGB in 2002 a 181-acre area immediately east of the City of Wilsonville city limits known as Frog Pond for eventual annexation by the City for residential development;

WHEREAS, the “Great Recession” that commenced in 2008 resulted in private-sector residential developers being unable to complete concept planning for residential development in Frog Pond;

WHEREAS, the Frog Pond area lacks a concept plan to guide infrastructure planning and development and the City of Wilsonville is required to complete a concept plan for that area by the end of 2015;

WHEREAS, the Advance area is located immediately east of the City of Wilsonville city limits and is located adjacent to the Frog Pond area;

WHEREAS, the two urban-growth expansion areas known as Frog Pond and Advance together compose a 497-acre area that could be concept planned together, thereby providing economies of scale for both planning and infrastructure development;

WHEREAS, a nearly 500-acre area for residential development represents a significant opportunity for homebuilders that is unique in size for the Portland Metro region and would provide economies of scale for residential development;

WHEREAS, the opportunity to plan in an integrated, holistic manner for both Frog Pond and Advance urban reserve areas represents a comprehensive way to plan for whole community needs rather than one subdivision development at a time;

WHEREAS, the City of Wilsonville continues to experience residential development even during the “Great Recession” due to market demand for Wilsonville location and amenities;

WHEREAS, the West Linn/Wilsonville School District and the City of Wilsonville completed concept planning in 2011 for 40-acres in the Advance area for two new schools and adjacent sports fields. Further, initial concept plans were produced for the Frog Pond area by three local area homebuilders in collaboration with the City.

WHEREAS, Wilsonville has continued to grow in spite of the recession and now has a 2010 Census estimated population of over 19,500 people, which means that growth has exceeded the projections of the City’s *20-year Look*,

WHEREAS, City staff has assessed the street Infrastructure cost estimates provided in the Metro analysis of the Advance Road area and believes that those costs have been significantly over-estimated. As such, City staff believes that adding the Advance Road area to the Frog Pond area provides tremendous synergy for infrastructure cost reductions.;

WHEREAS, Since the City of Wilsonville has both a Transportation Systems Plan update and a Water Master Plan update under way at this time, as well as initial planning to provide sewer service to the Frog Pond area, now is the perfect time to address the infrastructure needs of the subject land in hopes to reduce the cost per acre to serve this larger area.;

WHEREAS, the City of Wilsonville continues to have a jobs-housing imbalance where a large majority estimated at approximately ninety percent (90%) of Wilsonville workers commute from other locations to jobs in Wilsonville;

WHEREAS, the City seeks to provide employees who work in Wilsonville with the option to reside in the City of their employment reducing traffic congestion on I-5 and overall vehicle miles traveled;

WHEREAS, the City anticipates eventually annexing the approximate 216-acre Coffee Creek urban reserve area brought into the UGB by Metro in 2002 and a significant portion of the Basalt Creek urban reserve area brought into the UGB by Metro in 2004 as employment lands;

WHEREAS the addition of several hundred acres of Coffee Creek and Basalt Creek urban reserve areas to the City limits as employment lands will further exacerbate the existing jobs-housing imbalance by providing more opportunities for people to work in Wilsonville unless new residential lands are also added;

WHEREAS, the West Linn-Wilsonville School District has passed Resolution No. 2011-05, a “RESOLUTION IN SUPPORT OF THE INCLUSION OF THE ADVANCE ROAD PROPERTY INSIDE THE UGB (URBAN GROWTH BOUNDARY)” on September 13, 2010, that supports the City’s request to Metro for inclusion of the Advance urban reserve area inside the UGB;

WHEREAS, the West Linn-Wilsonville School District plans to build a new elementary and a new middle school on land located in the Advance area and to trade land located there with the City for development of a regional park that includes sports fields;

WHEREAS, the transfer of land between the City and School District and development of the schools and regional park cannot occur until the Advance area is brought into the UGB;

WHEREAS, the Advance area is the only area in Clackamas County being considered by Metro for UGB expansion that is sought by the adjacent city and all other UGB expansion areas now under consideration are in Washington County; and

WHEREAS, the Metro-area principle of regional equity would suggest that development opportunities be distributed in a fair and equitable fashion across the region;

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

1. The City of Wilsonville requests that that the Metro Council add the 316-acre Advance area (Area 4H) to the Regional Urban Growth Boundary during the pending UGB expansion process.

2, This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a rescheduled regular meeting thereof this 7th day of September 2011 and filed with the Wilsonville City recorder this date.

Tim Knapp, Mayor

ATTEST:

Sandra C. King, City Reorder

SUMMARY OF VOTES:

Mayor Knapp
Council President Núñez
Councilor Hurst
Councilor Goddard
Councilor Starr

**CITY COUNCIL
WORK SESSION**

Metro Advance Road (Area 4H) UGB Expansion

Meeting Date: September 7, 2011

Contacts: Chris Neamtzu, Planning Director

Stephan Lashbrook, Asst. CD Director

Mark Ottenad, Public/Government Affairs Director

Report Date: August 31, 2011

Contact Telephone Number: 503-570-1574

Source of Item: Community Development

Contact E-Mail: neamtzu@ci.wilsonville.or.us

ISSUE STATEMENT

The Metro Council is scheduled to make a final decision on expanding the Urban Growth Boundary (UGB) later this year, and the Metro staff is already prepared to limit the land areas to receive the consideration of their Council. In fact, the Metro Council may direct its staff at a work session scheduled for September 6 to focus only on Washington County sites for UGB expansion this year. If the Metro Council takes that action on September 6, the Metro staff can be expected to only provide written notices to property owners near four, “tier-one” pre-selected Washington County residential urban expansion sites—South Hillsboro, South Cooper Mountain (Beaverton), Roy Rogers West (Tigard) and Cornelius South—that total 2,072 acres. That could make it extremely difficult to have any Clackamas County sites considered in their subsequent final deliberations. There are only two Clackamas County locations identified for residential expansion ranked as “tier-two,” the 316-acre Advance Road area and the 573-acre Maplelane area in Oregon City, which the city has indicated it does not want to pursue at this time.

It should be noted that UGB decisions are intended to provide for community growth over a 20-year period. While Metro is understandably focused on adding sites to the UGB that can be provided with urban infrastructure as soon as possible, it should also be noted that Wilsonville has invested a considerable amount of time and effort weighing its options for growth over the next 20 years and that effort identified the Advance Road area for community growth over that time horizon.

Metro decision makers have acknowledged that the current level of local government support for including land in the UGB is an important factor in Metro’s decisions. This is

a key ingredient in determining the appropriate locations for expansion and why the City Council's decision on the proposed Resolution could have a direct bearing on the outcome.

BACKGROUND

Given the City Council discussion at the August 15 work session, City staff felt that a Council Resolution was needed to convey the City's position on possible UGB expansion in the Advance Road area. The attached Resolution has been prepared to emphasize the following points, most of which were discussed on August 15:

1. Regional equity -- UGB additions in Clackamas County are important in order to balance future regional growth in an equitable manner. Of the Clackamas County lands that have received consideration this year, the Advance Road area has the greatest development potential in the foreseeable future;
2. Jobs housing imbalance -- Wilsonville continues to need more residential land to offset the ongoing imbalance that will otherwise only be compounded by building out the industrial lands—Coffee Creek and Basalt Creek—added respectively to the UGB in 2002 and 2004. Additional residential development provides more housing options for people employed in Wilsonville, thereby potentially reducing commuter traffic congestion on I-5 and other prime arterials as well as overall vehicle miles traveled;
3. Wilsonville's last residential UGB expansion was in 2002 -- That last residential expansion was 181 acres in the Frog Pond area in 2002;
4. Infrastructure economies of scale -- Infrastructure costs can be off-set and spread over a larger area of nearly 500 acres (including both Frog Pond and Advance Road areas) with the proposed inclusion. The City Council has already begun discussing the funding options for sewer service to the Frog Pond area;
5. Concept planning economies of scale -- By considering the Frog Pond and Advance Road areas together, the overall concept plan can be prepared more efficiently. The City is required to complete a concept plan for the Frog Pond area by the end of 2015. Adding the Advance Road area to that concept planning effort is expected to be considerably less expensive than completing two separate concept plans for adjoining urban expansion areas and will result in the planning of complete communities opposed to individual areas;
6. Residential real-estate development economy -- Although some local residential developers were obviously over-leveraged when the recession hit, some are beginning to recover. Also, staff is beginning to hear reports that larger national homebuilders are looking to move into larger sites in the Portland region. The region has very few sites that are large enough to attract such large developers, but the combined Frog Pond and Advance Road areas could do so. These large-

scale developers would tend to be interested only in large developments that can benefit from planning and infrastructure economies of scale.

7. School District support and partnership – Both a primary and middle school are planned for the Advance Road site. The West Linn – Wilsonville School Board passed a resolution in support of this UGB expansion in 2010;
8. Ten-Acre Regional Park – Wilsonville has a growing community need for sports fields and a long-term plan to meet that need by swapping ten-acre sites with the School District. The City has already met its end of that deal by providing the land for the new Lowrie Primary School at Villebois. The School District cannot legally reciprocate until their land has been brought into the UGB;
9. Planning for whole community needs – Much planning actually happens in reaction to specific development proposals, one subdivision at a time. By looking at the potential build-out of the Frog Pond and Advance Road areas together, a more comprehensive approach can be taken and the whole community's needs can be considered; and
10. 20-Year Look -- Wilsonville's *20-Year Look* was a pro-active process that resulted in community-supported recommendations for residential expansion, vetted through the Planning Commission and City Council through an extensive public process. The residential development of the Advance Road area emerged as a top priority through that process. The 20-year Look in 2007 predicted a City of Wilsonville 2010 population of 19,019 residents, based on the medium-growth scenario. The 2010 Census identified Wilsonville's population as 19,535, which exceeded high growth projections. This means that the Advance Road residential area could be necessary sooner than expected.
11. Metro Infrastructure Cost Estimates - The City has assessed the Street Infrastructure cost estimates provided in the COO recommendation for the Advance Road UGB area. The City believe these costs estimates to be overstated by a factor of 2 and that adding the Advance Road UGB area to the Frog Pond area, added to the UGB in 2004, provides tremendous synergy for infrastructure cost reductions. Since the City has a TSP and a Water Master Plan update underway, it is the perfect time to tackle opportunities to reduce the cost per acre to serve this larger area.

RELATED POLICIES/BUDGET CONSIDERATIONS

Moving forward on the Advance Road/Frog Pond concept planning will need to be prioritized in the overall work program, concept plan funding and staff resources allocated over the next few years. This is a multi-year process that will involve substantial public involvement and to be successful will require private homebuilder partnerships and community support.

COUNCIL OPTIONS

- A. The City Council can adopt the attached Resolution as drafted; or
- B. The City Council can modify the language of the attached Resolution and adopt that modified language; or
- C. The City Council could elect not to adopt the attached Resolution.

STAFF'S RECOMMENDATION

The staff recommends that the City Council adopt the attached Resolution, joining the West Linn/Wilsonville School Board in requesting that the Advance Road area (area 4H) be included in the UGB in 2011 for the reasons stated above.

CITY MANAGER COMMENT:

ATTACHMENTS:

- A. West Linn/Wilsonville School Board Resolution in support of adding the Advance Road site to the UGB.
- B. City map of UGB areas and reserves

**RESOLUTION IN SUPPORT OF THE INCLUSION OF THE ADVANCE
ROAD PROPERTY INSIDE THE UGB (URBAN GROWTH BOUNDARY)**

Resolution No. 2011-05

WHEREAS, West Linn-Wilsonville School District and City of Wilsonville have entered into an Exchange Agreement to equitable exchange the new Villebois School Site for the Advance Road City Sports Field Site; and,

WHEREAS, the Exchange cannot be completed until the Advance Road site is included inside the Metro Urban Growth Boundary (UGB); and,

WHEREAS, public testimony in support of this action is currently being solicited by Metro Council; and,

WHEREAS, it is in the best interest of the School District and City to clearly advocate inclusion of the Advance Road Site in the UGB.

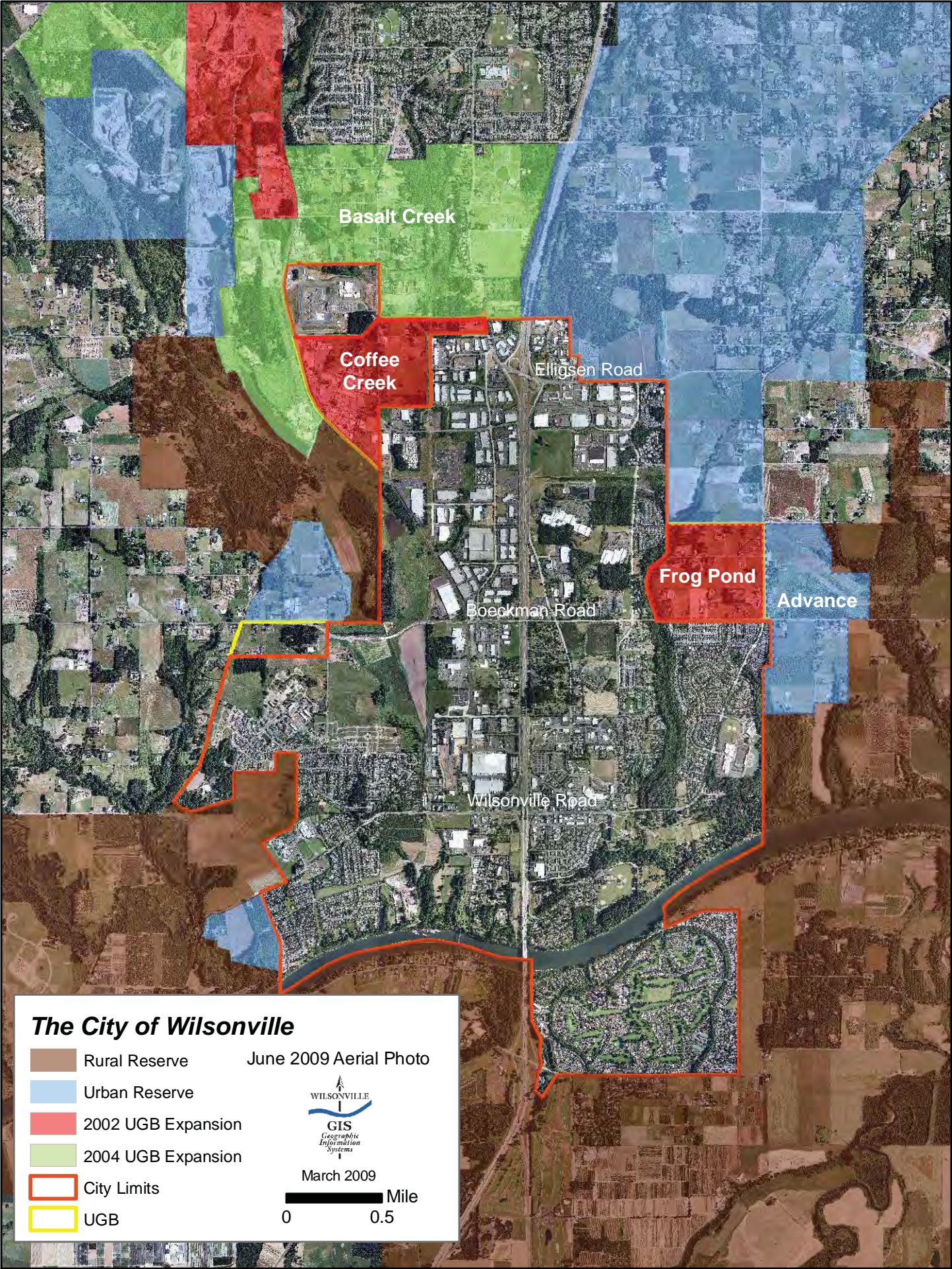
Now, **THEREFORE**, West Linn-Wilsonville School District, Board of Education, does hereby advocate to METRO to move the Advance Road Site inside the UGB, and authorizes the Superintendent to forward a Letter of Recommendation to METRO stating the same.

Mary Furrow
Board Chair

9-13-2010
Date

Tara DuBois
Board Secretary

9/13/10
Date



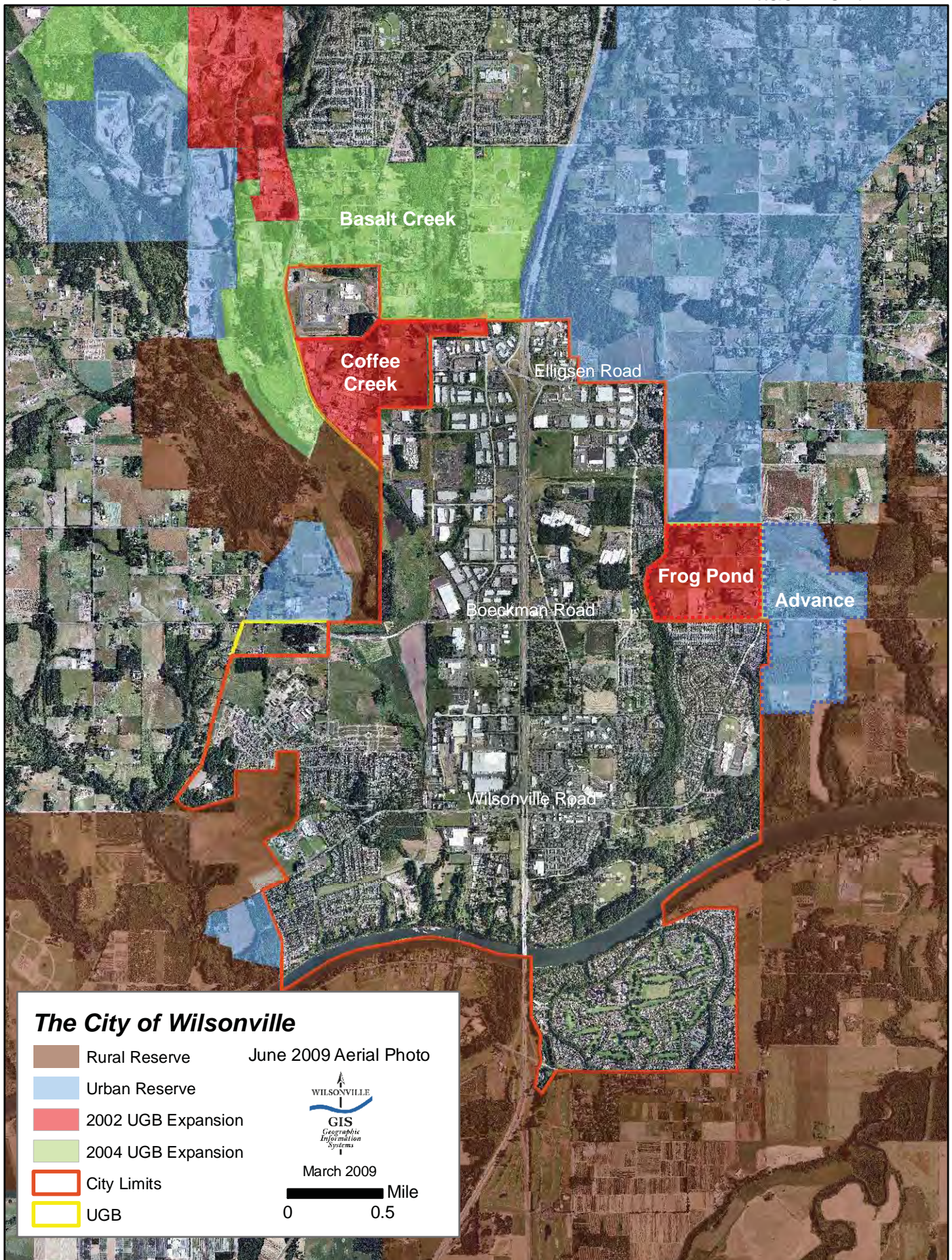
"Advance" Urban-Expansion Area (Metro UGB Analysis Area 4H)



City of
WILSONVILLE
OREGON



Presented to MPAC on Sept. 14, 2011



“Advance” Urban-Expansion Area (Metro UGB Analysis Area 4H)

Presented to MPAC on Sept. 14, 2011

By Wilsonville Mayor Tim Knapp

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City of
WILSONVILLE
OREGON

Regional Jobs/Local Housing Imbalance

For two decades, Wilsonville has had nearly as many or more workers than residents, often referred to as a “jobs/housing imbalance,” with approximately 90% of 15,000 FTE jobs filled by non-Wilsonville residents. A shortage of available housing compared to demand has contributed to increased housing costs and lack of affordable housing opportunities and a need for most employees to commute from all over the metro region to jobs in Wilsonville.

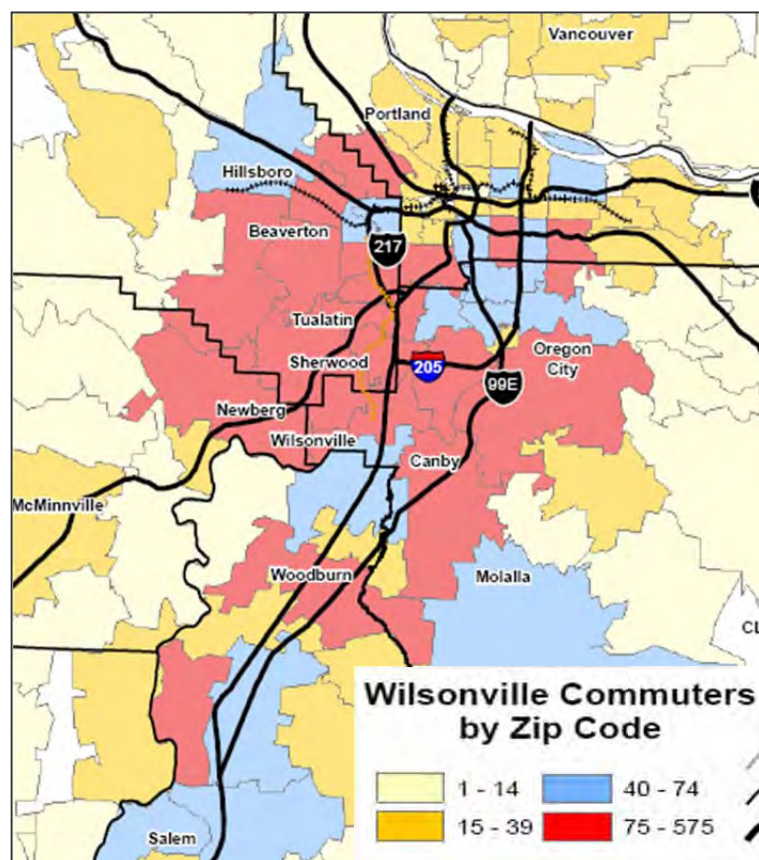
- **New regional employment lands to exacerbate local jobs/housing imbalance:** Wilsonville continues to need more residential land to offset the ongoing imbalance that will otherwise only be compounded by building-out hundreds of acres of “Title 4” employment/industrial lands—Coffee Creek and Basalt Creek—added respectively to the UGB in 2002 and 2004.
- **Increased housing options near employment center:** Development of Advance and Frog Pond areas offer opportunities to develop a range of single- and multi-family residential units for people who work in Wilsonville and seek to live in the community of their employment.
- **Reduced commuting and cross-regional travel:** Additional residential development provides more housing options for people employed in Wilsonville, thereby potentially reducing commuter-traffic congestion on I-5 and other prime arterials as well as overall vehicle miles traveled (VMT).



Top-30 Wilsonville Employers

<u>Business</u>	<u>Type</u>	<u>FTE</u>	<u>Business</u>	<u>Type</u>	<u>FTE</u>
Xerox Corporation	M	1,500	Vision Plastics Inc	M	130
Mentor Graphics Corporation	M	1,100	S S I Shredding Systems Inc	M	125
Tyco Electronics—Medical Prods.	M	550	Hartung/Oregon Glass Co.	M	120
Sysco Food Services of Portland	D	520	Costco Wholesale, Wilsonville	R	115
Oregon Dept. of Corrections	G	450	Coherent, Inc	M	105
FLIR Systems	M	440	Prograss, Inc	S	105
Rockwell Collins	M	430	Crimson Trace Corp.	M	100
Rite Aid Distribution Center	D	240	McKesson Drug Co.	D	100
Fry's Electronics, Inc	R	230	N T P Distribution Inc	D	100
Coca-Cola Bottling of the NW	M/D	170	Precision Countertops Inc	M	95
City of Wilsonville/SMART	G	160	Target Store, Wilsonville	R	95
Adecco USA Inc	S	155	Portland General Electric Co.	U	85
Houston's Inc	D	145	West Coast Bank Service Ctr	S	90
Kinetics Climax Inc	M	135	bioMérieux, Inc.	M	80
OrePac Building Products Inc.	D	135	Wilsonville Toyota/Scion	R	80

Business Type: D=Distribution; G=Government; M=Manufacturing; R=Retail; S=Service; U=Utility



Top-20 Commuter Origins of Wilsonville Workers

<u>City of Origin</u>	<u>Commuters Quantity</u>	<u>Percent</u>
Portland	1,811	30.3%
Beaverton	623	10.4
Wilsonville	575	9.6
Salem/Keizer	371	6.2
Woodburn	325	5.4
Tualatin	314	5.3
Sherwood	301	5.0
Canby	206	3.4
West Linn	204	3.4
Oregon City	201	3.4
Lake Oswego	185	3.1
Newberg	180	3.0
Vancouver	172	2.9
Hillsboro	151	2.5
Gresham/Troutdale	84	1.4
Aurora	70	1.2
Molalla	70	1.2
Clackamas	66	1.1
Gladstone	35	0.6
McMinnville	34	0.6

SOURCE: South Metro Area Regional Transit (SMART) major employer survey, 2006

Regional Equity for Urban Growth

- **Only one Clackamas County residential area in running:** The Advance area is the only urban-expansion area sought by a city in Clackamas County.

UGB additions in Clackamas County are important in order to balance future regional growth in an equitable manner. Oregon City does not seek the proposed Maplelane area.

- **Washington County predominance:** All other urban-expansion areas under consideration are located in Washington County.

Of three UGB analysis areas recommended by the Metro COO for adoption by the Metro Council—South Hillsboro, South Cooper Mountain (Beaverton) and North Hillsboro Industrial—that total 1,916 acres, the Advance area would constitute only a 14% addition.

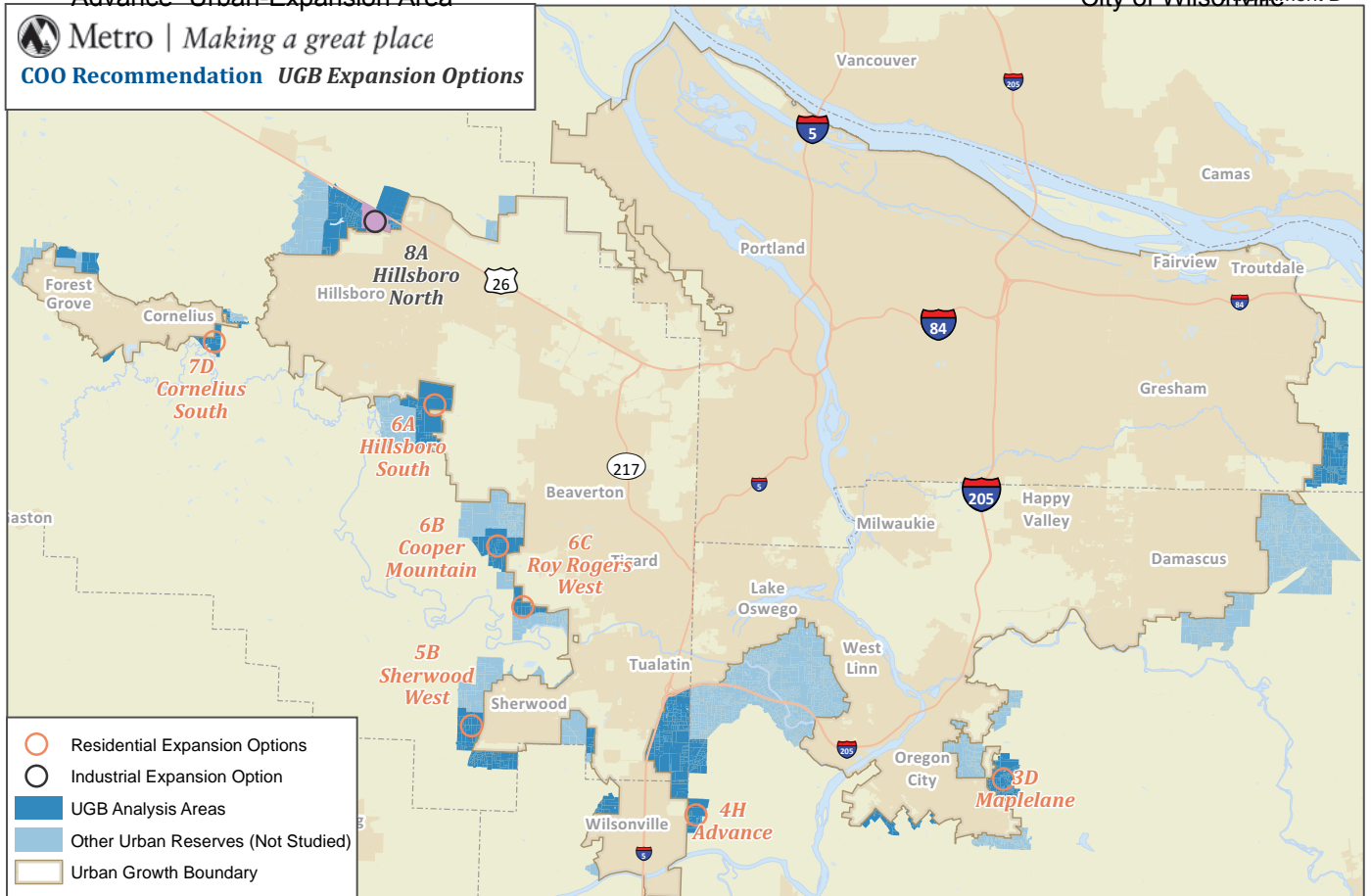
- **Foreseeable development:** Of the Clackamas County lands that have received consideration this year, the Advance area has the greatest development potential in the foreseeable future.





Metro | Making a great place

COO Recommendation UGB Expansion Options



UGB Analysis Area	Size (Acres)		County of UGB Area
Areas Recommended by Metro COO			
South Hillsboro	1,063	55%	Washington
South Cooper Mountain (Beaverton)	543	28%	Washington
North Hillsboro Industrial	310	16%	Washington
Sub-Total of Metro COO Areas	1,916	100%	
Not Recommended by Metro COO			
Advance (Wilsonville)	316		Clackamas
Cornelius South	210		Washington
Mapelane (Oregon City) *	573		Clackamas
Roy Rogers West (Tigard)	256		Washington
Sherwood West	496		Washington
Sub-Total of Not Recommended	1,851		
GRAND TOTAL of all UGB Areas	3,767		
* Area not desired by city			

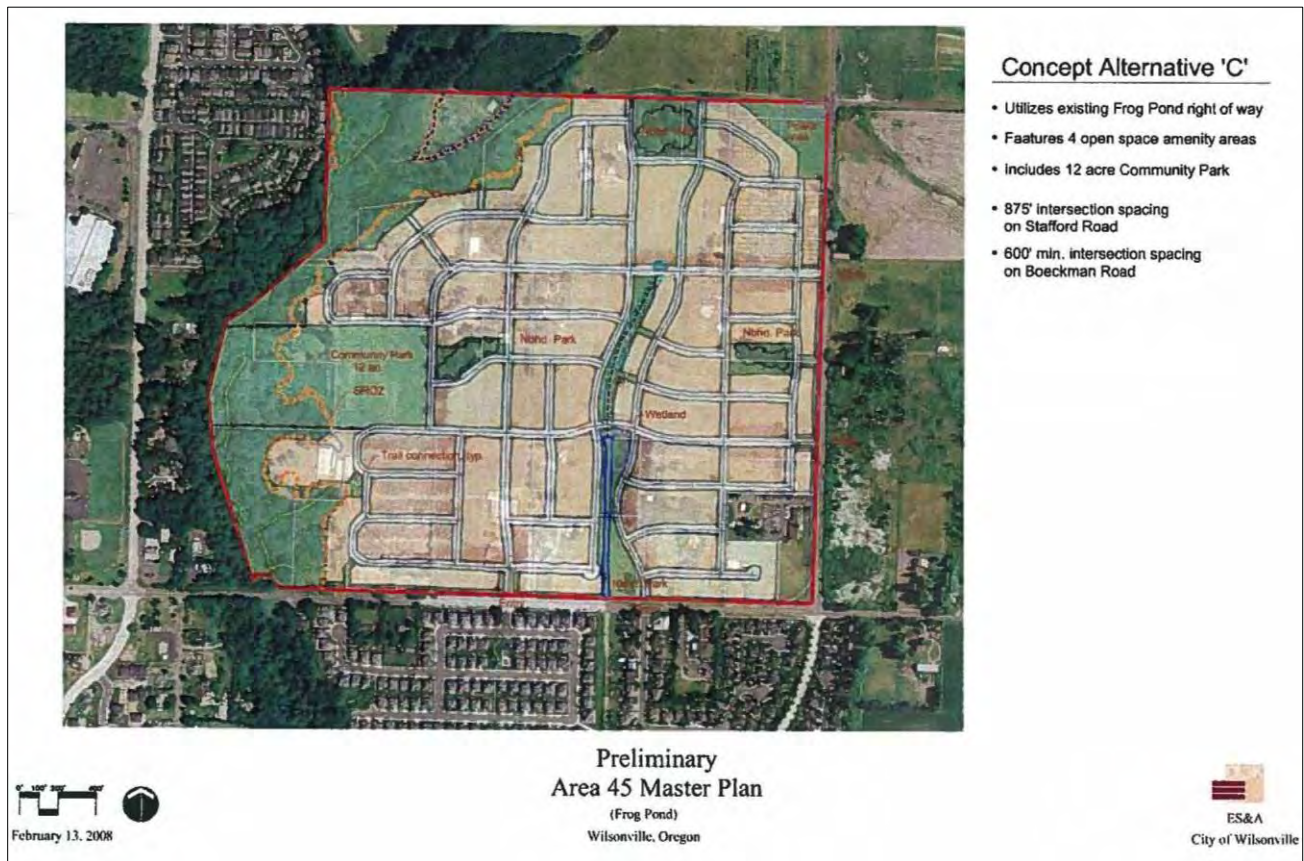
Economies of Scale for Planning and Development

The 316-acre proposed Advance area together with the adjacent 181-acre Frog Pond urban reserve area brought into the UGB in 2002 compose a nearly 500-acre total residential area for annexation.

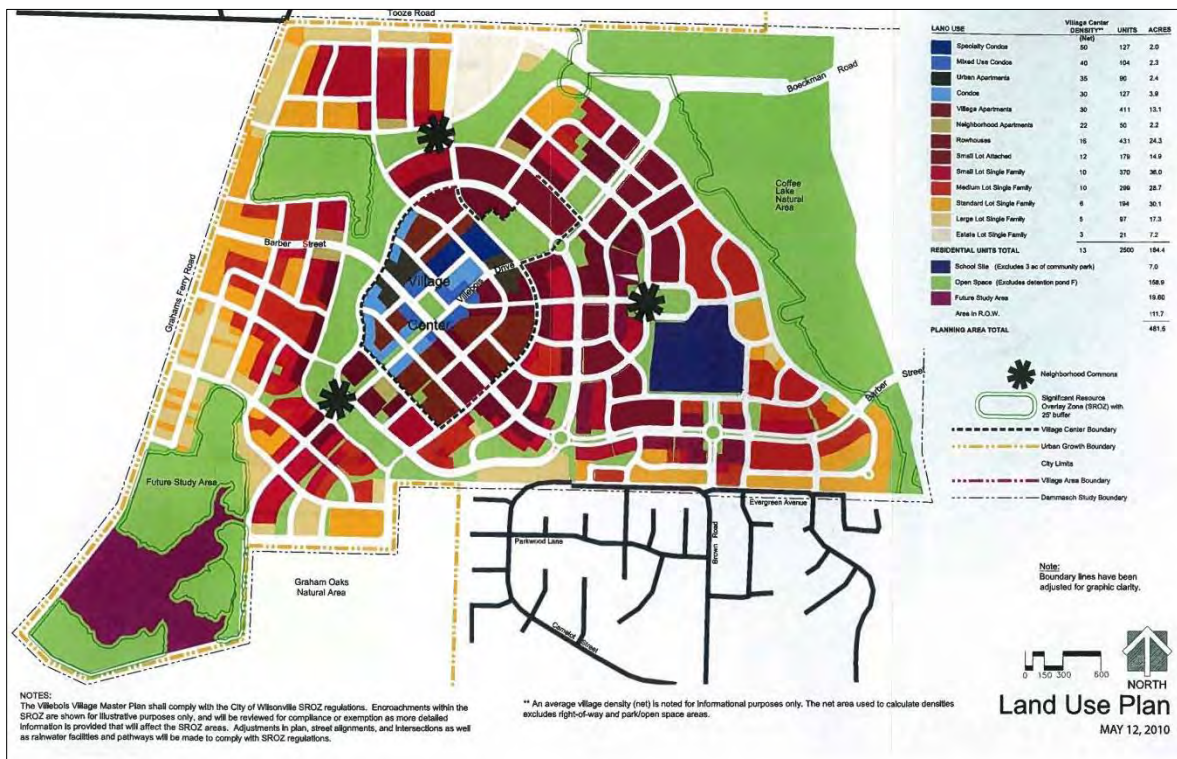
- **Better concept planning:** By considering the Advance and Frog Pond areas together, the overall concept plan can be prepared more efficiently, at a lower cost and in a more holistic manner. The City has begun to update both the transportation and water master plans; being able to include the Advance area at this time would be more efficient and advantageous.
- **Lower infrastructure costs:** Public infrastructure costs for roads, water, sewer and stormwater can be off-set and spread over a larger area with both the Frog Pond area and the proposed Advance inclusion. City believes that Metro-estimated costs for Advance could be significantly reduced when combined with Frog Pond.
- **Attractive, efficient homebuilder mobilization:** A potential 500-acre master-planned development—possibly only one of a few of this size in the metro region—is attractive to major homebuilders who can more efficiently focus construction activities in one area, especially with Wilsonville’s successful experiences with prior large-scale planned developments such as Charbonneau and Villebois.



Developer's Initial Concept Plan for Frog Pond UGB Area



Sample Land-Use Plan from Villebois development



Wilsonville Continues to Grow

- **City is growing faster than anticipated:** The City’s 20-year Look in 2007 predicted a City of Wilsonville 2010 population of 19,019 residents, based on the medium-growth scenario. The 2010 PSU/Census-update count identified Wilsonville’s population as 19,535, which even exceeded high-growth projections. This means that the Advance residential area could be necessary sooner than expected.
- **Development proceeds despite “Great Recession”:** While the recession slowed the pace of new development, activity over the past year has increased:
 - Over 800 residential units that are in the planning, permitting or construction phase:
 - **Villebois** – approximately one-third (over 800 dwelling units) of anticipated 2,500 residential units have been built to date. Home-builder Polygon Northwest is currently working on 81 units, with half of the homes already constructed; 169 additional lots have been approved by City with construction to start next year; Legend Homes is working on 198 residential units, with approximately 50 homes constructed.
 - **Brenchley Estates** – 324 apartments under construction, 24 single-family lots to come in phase 2. North part of the property is undergoing preliminary design with 250+ more units in a mix of housing types.
 - **Bell Tower mixed-use development** – Marathon Management has begun construction of a mixed-use retail/54-unit apartment development adjacent to new Wilsonville Old Town Square shopping center.
 - **Creekside Woods** – An 84-unit, subsidized senior/affordable housing development opened in 2011
 - Commercial construction continues with finishing of \$70 million, 262,000 sf Wilsonville Old Town Square anchored by Fred Meyer stores that will host 400–500 permanent jobs. Over the past year, new businesses opening include Tonkin Audi Wilsonville, Goodwill Wilsonville, Just Store It, and America Tires Co.
 - Industrial development has resumed with spec construction of 111,500 sf Wilsonville Road Business park.

Construction Excise Tax (CET) Receipts FY2011

Sorted by Total FY11 per Capita based on Population

***Wilsonville generates nearly 4x as much CET
per capita as the regional average***

Jurisdiction	Population**	Total FY11	Amount Per Capita
Happy Valley	14,100	\$ 39,398.00	2.79
Wilsonville	19,525	51,630.21	2.64
Hillsboro	91,970	196,101.39	2.13
West Linn	25,150	39,719.29	1.58
Lake Oswego	36,620	55,926.76	1.53
Oregon City*	31,995	43,188.87	1.35
Tualatin*	26,060	33,923.42	1.30
Forest Grove	21,130	25,144.00	1.19
Tigard*	48,090	50,441.43	1.05
Beaverton	89,925	86,537.00	0.96
Portland	583,775	508,835.00	0.87
Sherwood	18,205	11,099.00	0.61
Gresham	105,595	59,650.53	0.56
Milwaukie	20,290	11,117.88	0.55
King City	3,115	1,521.00	0.49
Fairview	8,920	3,664.51	0.41
Durham	1,355	416.00	0.31
Clackamas County	376,780	97,563.70	0.26
Washington County	531,070	119,824.93	0.23
Troutdale	15,980	3,524.28	0.22
Wood Village	3,875	675.28	0.17
Cornelius	11,875	852.00	0.07
TOTAL / AVERAGE	2,085,400	\$ 1,440,754.48	0.69

* CET totals were based on reported year-end adjustments

** PSU/Census population update as of 7/1/2010 (reported on 3/31/2011)

Data from Metro Annual Construction Excise Tax Report for FY 2010-11, 8/22/2011

Complete Community Aspirations

- **Advance area as a top-priority for community:** Wilsonville’s *20-Year Look* was a pro-active process that resulted in community-supported recommendations for residential expansion, vetted through the Planning Commission and City Council through an extensive public process. The residential development of the Advance area emerged as a top priority through that process.
- **Planning for whole community needs:** Much planning actually happens in reaction to specific development proposals, one subdivision at a time. By looking at the potential build-out of the Frog Pond and Advance areas together, a more comprehensive approach can be taken and the whole community’s needs can be more fully considered.
- **City–School District Development Plans**
 - **Schools planned for Advance area:** Both primary and middle schools are planned for the Advance area that would serve east Wilsonville. The West Linn-Wilsonville School District Board passed a resolution in support of the Advance UGB expansion in September 2010.
 - **Ten-acre regional park to meet community need:** Wilsonville has a pressing community need for sports fields, which is to be met with a long-term plan by swapping ten-acre sites with the school district. The City has already met its end of that deal by providing the land for the new Lowrie Primary School at Villebois; the school district cannot legally reciprocate until the district’s land in the Advance area has been brought into the UGB.



West Linn-Wilsonville Advance Road Schools & Park Site Master Plan



Wilsonville Residential / Population Data

City Wide Housing Units

<u>Housing Type</u>	<u>Total</u>
Apartment	4,267
Condominium	563
Duplex	68
Mobile Homes	20
Mobile Home/park	143
<u>Single Family</u>	<u>3,635</u>
TOTAL	8,696

Wilsonville Population and Employment Forecast (Goal 9 EOA):

	<u>2005</u>	<u>2030</u>
Population	16,510	33,595
Employment	16,899	36,978
Ratio of Jobs to Population	1.02	1.10

Population: Comparison of Growth Rates by Decade:

Wilsonville growing faster than Portland or State-wide Average

<u>Year</u>	<u>Wilsonville</u>	<u>Portland</u>	<u>Oregon</u>
1970	—	3%	18%
1980	192%	(– 4%)	26%
1990	143%	19%	8%
2000	97%	21%	20%
2010	39%	10%	12%

Density

Villebois: Average net density of 13 DU/Ac.

Frog Pond: Average net density proposed of 10–12 DU/Ac.

Advance: Average net density proposed of 10–15 DU/Ac.

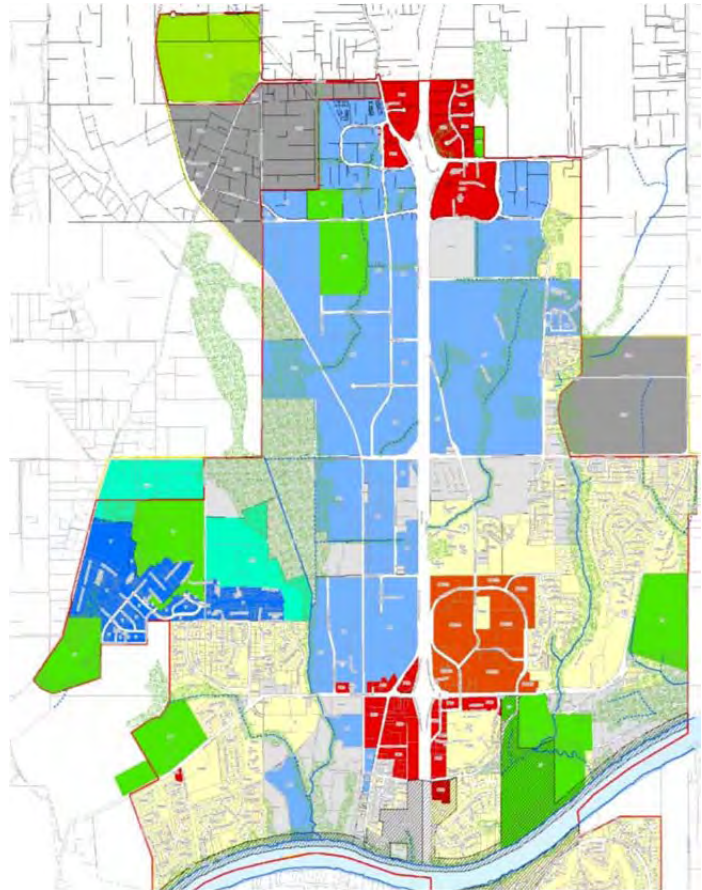
Wilsonville Regional Industrial/Employment Lands

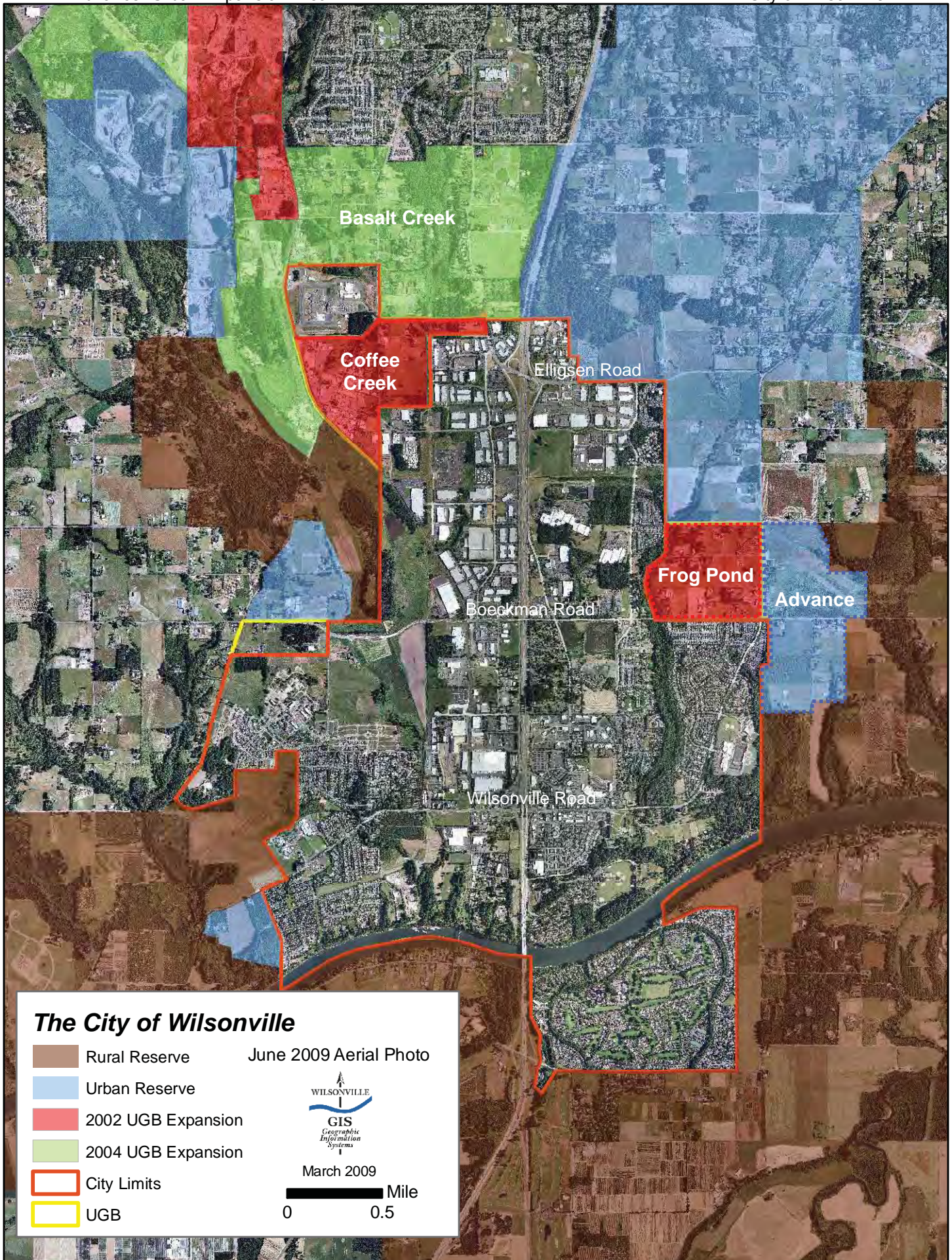
Wilsonville Industrial Areas

- Map shows significant amount of Wilsonville’s land is zoned industrial.
- Nearly one-third of all of Wilsonville is zoned industrial.
- Of all cities in Portland area, only Tualatin has a larger percentage of industrial land.

Portland Metro “Title 4”—Industrial & Employment Lands

- Since 1997, 4,100 acres added to greater Portland UGB for Industrial & Employment Lands
- UGB additions in 2002 and 2004 added nearly half of the 4,100 acres total to the Tualatin and Wilsonville areas for industrial and employment development.
- Total of 32,000 acres in the regional of industrial and employment lands
- Of 11,000 acres outside of waterfronts, Tualatin/ Wilsonville make up 31%, or 11% of the 32,000-acre total





September 14, 2011

Metro Council President Tom Hughes
Metro Councilor Shirley Craddick
Metro Councilor Carlotta Collette
Metro Councilor Carl Hosticka
Metro Councilor Kathryn Harrington
Metro Councilor Rex Burkholder
Metro Councilor Barbara Roberts



Greetings Council,

At the September 14th board meeting of the Clackamas County Business Alliance (CCBA), our board voted unanimously to urge the Metro Council to include the Wilsonville Advance Area in the urban growth boundary. We understand this area is not currently slated for inclusion. We believe this is a mistake and urge you to bring this area into the urban growth boundary for the following reasons.

- The Advance area in Wilsonville is the only Clackamas County area under consideration with local city support.
- Including the Advance area in the urban growth boundary will help address the jobs/employment imbalance that currently exists in Wilsonville. With 90% of the people who work in Wilsonville driving from other cities, traffic congestion occurs throughout the metro area. This could be addressed in part with additional residential housing in the city.
- Including the Advance area in the UGB would allow the city of Wilsonville to move forward in planning for Advance and Frog Pond areas together. This would create an economy of scale and would allow for comprehensive planning for the area.

As the voice of businesses in Clackamas County, the CCBA supports job creation and economic growth. Creating opportunities for housing closer to employment hubs encourages economic activity and access to jobs.

We strongly urge your support to include the Advance area in the urban growth boundary.

Please contact me if you have any questions. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Kim Parker". The signature is written in a cursive, flowing style.

Kim Parker
Executive Director

Materials following this page were distributed at the meeting.



Douglas County Sheriff's Office

MISSING PERSON

**** \$10,000 REWARD ****

for information that directly results in locating Mark Bosworth

MISSING FROM: Riddle, Oregon DATE MISSING: September 16th, 2011



MARK BOSWORTH

Age: 54 **Hair:** Gray **Eyes:** Blue
Height: 6'0" **Weight:** 180 lbs

Last seen wearing:

- Black athletic pants
- Brown bike shoes *(as shown in photo)*
- Gray Cycle Oregon sweatshirt
- Dark thermals
- Yellow Oregon Cycling hat
- Blue Cycle Oregon wristband
- Petzl brand headlamp
- Black over-the-shoulder bag

ENDANGERED



Mark Bosworth was last seen by friends at the Cycle Oregon event in Riddle, Oregon on Friday night, September 16th, 2011, around 11:00 pm, near the Riddle High School. His current whereabouts are unknown. Mr. Bosworth has recently been showing signs of disorientation and confusion.

If anyone has contact or sees Mr. Bosworth, they are asked to please call their local authorities or the Douglas County Sheriff's Office Tip Line at (541) 957-2099. Refer to Douglas County Sheriff's Office Case # 11-3534

www.FindMark.org



METRO POLICY ADVISORY COMMITTEE

September 14, 2011

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Jody Carson
Pat Campbell
Nathalie Darcy
Dennis Doyle
Andy Duyck
Amanda Fritz
Carl Hosticka
Charlotte Lehan, Chair
Annette Mattson
Keith Mays
Doug Neeley
Wilda Parks
Barbara Roberts
Loretta Smith, 2nd Vice Chair
Norm Thomas
Richard Whitman
William Wild
Jerry Willey, Vice Chair

AFFILIATION

City of West Linn, representing Clackamas Co. Other Cities
City of Vancouver
Washington County Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
Washington County Commission
City of Portland Council
Metro Council
Clackamas County Commission
Governing Body of School Districts
City of Sherwood, representing Washington Co. Other Cities
City of Oregon City, representing Clackamas Co. 2nd Largest City
Clackamas County Citizen
Metro Council
Multnomah County Commission
Other cities in Multnomah County
Oregon Department of Land Conservation & Development
Clackamas County Special Districts
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Steve Clark
Michael Demagalski
Kathryn Harrington
Jack Hoffman
Marilyn McWilliams
Steve Stuart
Mike Weatherby
Jennifer Donnelly

AFFILIATION

City of Portland Council
City of Gresham, representing Multnomah Co. 2nd Largest City
TriMet Board of Directors
City of North Plains, representing Washington Co. outside UGB
Metro Council
City of Lake Oswego, representing Clackamas Co. Largest City
Washington County Special Districts
Clark County, Washington Commission
City of Fairview, representing Multnomah County Other Cities
Oregon Dept. of Land Conservation & Development

ALTERNATES PRESENT

Matt Berkow
Karylinn Echols
Donna Jordan

AFFILIATION

Multnomah County Citizen
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Lake Oswego, representing Clackamas Co. Largest City

STAFF:

Jessica Atwater, Dick Benner, Councilor Shirley Craddick, Nick Christensen, Christina Deffebach, Alison Kean-Campbell, Kelsey Newell, Tim O'Brien, Ken Ray, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Lehan declared a quorum at approximately 7:02pm

2. SELF INTRODUCTIONS AND COMMUNICATIONS

Members, staff, and audience introduced themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSIDERATION OF THE MPAC MINUTES FOR AUGUST 10, 2011

Mayor Keith Mays was concerned that the motion to approve the City of Forest Grove's request for 115 acres of industrial land did not pass at the August 10 meeting. He requested that the committee reconsider the motion.

MOTION: Mayor Mays moved, Mayor Jerry Willey, seconded to adopt the August 10, 2011 MPAC minutes.

ACTION: With all in favor, the motion passed.

5. COUNCIL UPDATE

Councilors updated the group on the following points:

- Ms. Martha Bennett has been confirmed as Metro's new COO; her first day is October 31, 2011.
- Metro has implemented a new parking policy. MPAC members will receive free parking or TriMet pass for each committee meeting. Mayors and county commissioner will receive a year-long parking passes. Metro will no longer validate staff or audience member parking.
- Brief overview of the Construction Excise Tax Report highlighting the fact that the quarter ending on June 30, 2011 was the lowest collection rate yet, which impacts the whole region.
- Metro Council authorized President Hughes to sign the Columbia River Crossing Final Environmental Impact Statement (FEIS). Metro's work on the project is still focused on ensuring light rail, biking, and public transit play a role in easing congestion and reducing green house gas emissions; which is why the FEIS decision was delayed to work on a community enhancement fund to assist impacted communities. Once the FEIS is signed, the project is turned over to the federal government, at which time there will be a 30-day public comment period.

- The Oregon Land Conservation and Development Commission acknowledged urban and rural reserves package for Washington County on August 19, 2011. Combined with its prior approval of the Clackamas and Multnomah County packages, Metro can now consider urban reserves throughout the region in the upcoming growth management decision.

6. **ACTION ITEMS**

6.1 Resolution No. 11-4290, For the Purpose of Endorsing a Consortium Grant Application to the U.S. Department of Housing and Urban Development for a Sustainable Communities Regional Planning Grant

Councilor Barbara Roberts and Metro staff provided background on the resolution, highlighting that this year's improved grant proposal includes opportunity mapping focused on East Portland in the Rockwood, Aloha, and McLoughlin Boulevard corridor areas. The proposal this year also places greater importance on affordable housing and equity in efforts to increase economic activity in disadvantaged areas. The HUD grant will help to address the changing distribution of the population. Metro is working closely with the consortium and communities, increasing the region's community building capacity. The grant will be submitted on October 6, 2011. Metro requested MPAC to support this resolution to submit the HUD application and supporting the signatories to the memorandum of understanding.

Mayor Andy Duyck was concerned that the private sector, specifically the Home Builders Association and Portland Metro Area Realtors, as well as community members of the potentially affected areas, were not included in the consortium. Additionally, Ms. Annette Matson expressed concern that the school districts were not included and requested that districts be included during the small group discussions. Some members also expressed concern regarding capacity to administer grant projects should Metro receive the grant. Staff indicated they would continue to work on those areas in the development of the grant application.

MOTION: Mayor Denny Doyle moved, Councilor Jody Carson seconded, to recommend to the Metro Council approval of Resolution No. 11-4290 and that if the region is successful in receiving a grant, that the Council considers including private sector, school districts, and community members in future discussions.

ACTION: The motion passed.

7. **INFORMATION/DISCUSSION ITEMS**

7.12011 Growth Management Decision – Residential and Industrial

Mr. John Williams of Metro stated that MPAC's motion on August 10 to recommend approval of the City of Forest Grove's request for 115 acres of industrial did not pass. According to Robert's Rules, an abstaining vote functions as a "no" vote in counting towards a majority of "yes" votes. MPAC agreed to reconsider the motion later in the meeting.

MPAC was asked to provide a recommendation to the Metro Council on which urban growth boundary expansion areas, both industrial and residential, should be noticed. The Council will then consider MPAC's recommendation and decide which areas to notice at their Sept. 20 work session. This deadline will ensure staff has sufficient time to meet notice requirements outlined in the Metro Charter and Measure 2629.

MPAC is scheduled to make final recommendation to the Council at their Sept. 28 meeting. First read and public hearing of the Ordinance is scheduled for Oct. 6, with final read, public hearing and Council consideration and vote on Oct. 20.

Mr. Williams briefly overviewed the COO's recommendation, highlighting that Ordinance No. 11-1264 recommends additional lands be included in the UGB in North Hillsboro, South Hillsboro and South Cooper Mountain for industrial expansion. Total acreage of the proposed areas is equivalent to the low end of the middle third of the targeted range.

The residential range was narrowed by the Council in the 2010 Capacity Ordinance and is not to exceed the high end of the middle third. This is up to 26,000 additional residential units.

INDUSTRIAL:

City of Tualatin

Mayor Lou Ogden provided a brief presentation on the City's request for 117 acres for industrial land in the south and west areas of Tualatin to be considered for recommendation to the Metro Council as an additional UGB expansion area. He highlighted: (1) the lot's adjacency to other developed areas, (2) the potential for the 124th road extension, (3) the majority of the land under single ownership, and (4) a completed concept plan as reasoning. (Letter included as part of the meeting record.)

Discussion: The committee discussed more in-depth why the area was not previously added.

City of Forest Grove

Mayor Keith Mays of Sherwood asked Mr. Michael Sykes of Forest Grove to briefly present the City's request for a 115-acre parcel of large-lot industrial land in north of Forest Grove. Mr. Sykes highlighted (1) the importance of equitable distribution, (2) importance providing a balance in jobs and housing, (3) the acreage is under a single ownership, and (4) the City's established infrastructure (e.g. water and electric power utilities) as reasoning. (Letter included as part of the meeting record.)

Discussion: Members inquired as to what laws are in place to protect industrial properties, and if it can be re-zoned. Currently, Forest Grove only allows for industrial activities on industrial sites—commercial activity is permitted only if it serves the industrial area. Forest Grove's zoning has been in place for 40 years; though representatives acknowledged the conflict of protecting industrial lands and rezoning for development. There is a parcel within this area that has light rail rezoning possibilities.

Combining the Tualatin and Forest Grove large-lot industrial areas with the recommended area in North Hillsboro the total acreage is still within range at 565 acres. Members agreed to consider the proposed Forest Grove and Tualatin UGB industrial expansion areas separately. The committee also agreed to consider residential and industrial separately.

MOTION #1: Commissioner Loretta Smith moved, and Chair Charlotte Lehan seconded, to reconsider the City of Forest Grove's request for 115 acres.

ACTION TAKE ON MOTION #1: With 11 in favor (Doyle, Duyck, Lehan, Mattson, Mays, Neeley, Park, Smith, Thomas, Wild, Willey), 5 opposed (Carson, Darcy, Fritz, Echols, Jordan), and 1 abstention (Berkow) the motion passes.

MOTION #2: Mayor Mays moved, Mayor Denny Doyle seconded, to recommend to the Metro Council to include the City of Forest Grove's request for 115 acres of industrial land in the UGB.

ACTION TAKEN ON MOTION #2: With 10 in favor (Doyle, Duyck, Lehan, Mays, Mattson, Neeley, Parks, Thomas, Wild, Willey), 6 opposed (Carson, Fritz, Darcy, Echols, Smith) and 1 abstention (Berkow) the motion passes.

MOTION #3: Mayor Mays moved, Mayor Doyle seconded, to recommend to the Metro Council to include the City of Tualatin's request for 117 acres for industrial land in the UGB.

ACTION TAKEN #3: With 10 in favor (Doyle, Duyck, Fritz, Jordan, Lehan, Mattson, Mays, Thomas, Wild, Willey), 6 opposed (Berkow, Carson, Echols, Neeley, Parks, Smith), and 1 abstention (Darcy), the motion passes.

UGB RESIDENTIAL ADDITIONS

The COO recommends 1,063 acres in S. Hillsboro and 543 acres in S. Cooper Mountain for UGB expansion of residential areas. The cities of Sherwood, Tigard, Wilsonville, and Cornelius propose to add to that acreage in specific areas within their respective jurisdictions.

Sherwood- Area 5B (276 acres)

Mayor Keith Mays of Sherwood briefly presented the City's request for a 276 acre portion of the area 5B in the COO's recommendation be brought into the UGB. Mayor Mays highlighted that this area allows Sherwood (1) to create a complete community, (2) to improve the transportation issues at the intersection of the Sunset Highway and Highway 99, and (3) to increase service provisions and walkability (4) for development to begin within 10-15 as Sherwood's industrial area progresses as reasoning. Of the 276 acres only 180 acres are developable after accounting for exception lands, schools, roads, and services. Minimum density is 12 units per acre for a total of 2,176 dwelling units, though more could be done. (Letter included as part of the meeting record.)

Discussion: Prior to the reserves process, when soil type dictated expansion areas, Sherwood was often selected for expansion. However, the City states it could not accommodate the population rise from rapid growth that began in the 90s without expansion of the UGB. With the reserves process in place Sherwood feels comfortable with this amount of expansion. Mayor Mays related that the City of Sherwood will run out of residential land within the next 10 years, even with this current expansion; Sherwood aspires to have more people living and working in Sherwood in the next 10 years.

Mayor Mays clarified for the group that the intersection of 99W and Elwert Road is a hazard, and this expansion would allow for it to be improved. The city has already purchased a portion of this land near the hazardous intersection, and there is no known opposition in the area. The citizens of Sherwood currently have four general ways to leave Sherwood; the City plans to use SDCs to pay for the realignment of 124th Avenue. Voter annexation is required in the City of Sherwood.

Some members expressed that they favored remaining within the COO's recommended density of 15 units per acre. The City of Sherwood responded that it could be possible depending on zoning; the City also shared with the group that it would rely on Service District Taxes (SDCs) to pay for new infrastructure, and they have also made a significant investment in a new water reservoir. Members also inquired if the proposed density would allow for rapid transit in the area. Sherwood's goal is to attract rapid transit and develop walkable communities. The group asked why the City of Sherwood could not wait until the next round of UGB expansion, to which Mayor Mays responded that the uncertainty of UGB expansion in the future led the City to try for expansion now.

City of Tigard—Area 6C (Roy Rogers West; 256 acres)

Mayor Craig Dirksen of the City of Tigard briefly presented the City's request for area 6C in the COO's recommendation be brought into the UGB. Mayor Dirksen highlighted several points about this area: (1) allows Tigard to join adjoining UGB expansion areas 63 and 64, (2) that area 64 has already been annexed, 63 is underway, (3) the City has completed concept planning, (4) has already begun community planning for the area, (5) Tigard would be the service provider for area 6C, (6) transportation development would be paid for through SDCs, fees, or developers, (7) roads already exist to area 6C as reasoning. Zoning density would vary by parcel, but would average 15 units per acre over the 250 acres. The three areas total over 700 acres. . (Letter included as part of the meeting record.)

Discussion: Members clarified that this area would be both residential and neighborhood commercial development, which would be served by both King City and Murray-Scholls town centers.

City of Wilsonville—Area 4H (Advance; 316 acres)

Mayor Tim Knapp of the City of Wilsonville briefly presented the City's request for area 6C in the COO's recommendation to be brought into the UGB. Mayor Knapp highlighted that this area allows Wilsonville (1) to equalize the imbalance of jobs and housing, which will ease current congestion (2) to develop a complete community, (3) to accommodate faster-than-projected growth, and (4) the Wilsonville City Council has already passed a resolution supporting the addition, as reasoning. The City of Wilsonville is under requirement to complete the Frog Pond area (brought into the UGB in 2002) by 2015, which is a joint process with area 4H, so 4H must be included by 2015. The net units per acre would be 12, resulting in approximately 2,133-2,900 additional dwelling units. Voter annexation is not required in Wilsonville. (Packet included as part of the meeting record.)

Discussion: Ms. Wilda Parks shared that the Clackamas County Business Alliance supports the addition of this area because it is ready for development. Industry in the South corridor

of this area is dependent on I-5, and a critical planning piece is that the City reserves space in corridors for commerce as there is less and less funding for major highway construction.

City of Cornelius—Area 7D and Mixed Use Area (266 Acres)

City of Cornelius Council President Jeff Dalin and Mr. Richard Meyer briefly presented the City's request for area 7D in the COO's recommendation and an adjacent mixed use area to be brought into the UGB. The presenters highlighted several facts about Cornelius: (1) is the region's only majority minority community, (2) is highly impoverished, (3) Baseline is one of the region's most heavily travelled corridors, (4) the city limit is currently on the UGB, (5) the proposed area is already concept planned, (6) the Hillsboro school district owns a 40 acre parcel within this area and intends to build a new high school within 3-5 years, (7) development of parks would become possible, and (8) property owners and stakeholders are willing to develop and the City can act quickly to begin development, as reasoning. The proposed area is already concept planned, and should produce 1,900 housing units. All housing and planning is up to date with current codes and 2040 Growth Concept densities. Mr. Dalin and Mr. Meyer stated that there is no opposition in any of the 266 acres. (Letter included as part of the meeting record.)

Discussion: The group discussed if the City of Cornelius could make do with fewer acres, to which the presenters responded the City would, but would rather have more acres. The presenters recommended that MPAC recommend all of these areas for notification, which puts the total housing units in the middle third, instead of the lower third. They related that there is no tract development left in Cornelius, and building a new high school is a critical need as it will center the community.

Group Discussion of the Areas to Be Notified

The group discussed that MPAC could recommend to Council that all areas be notified, which would be an addition of nearly 3,000 acres. Citizens will receive notice on October 1, 2011. After MPAC's recommendation of UGB residential expansion areas, there will not be a chance for feedback from noticed populations to MPAC. The intent of the notice is to alert property owners to potential changes in their area and provide notice of the Council hearings. Cities whose areas will be noticed asked to view a draft notice if time allowed. There will be approximately 17,000 notices based on COO recommendation, these additional areas would increase that number to be about 20,000, for 37,000 total.

Some members stated that they supported notifying all areas due to the group's lack of time to discuss each area in more depth, though some members stated that the total acreage of all areas being proposed as UGB expansions is too great. Members also discussed that the East side of the region may be disadvantaged in these proposals. The group noted that if the region rushes into UGB expansion now that could decrease UGB expansion need in the next round. This could crowd out the East side again. The group agreed they have a duty not to make the region lopsided, though there is demonstrated need in the proposals made at the meeting. Mr. Matt Berkow and Metro staff expressed that there are consequences to over-noticing, namely staff time, Metro funds, and the time and energy of the residents of the noticed areas.

MOTION #5: Mayor Keith Mays moved and Councilor Norm Thomas seconded to recommend to the Metro Council that all areas considered, including the four additional areas (5B, 6C, 4H, 7D) recommended by MPAC, be notified of UGB expansion.

ACTION TAKEN ON MOTION #5: With 15 in favor (Carson, Darcy, Echols, Doyle, Duyck, Jordan, Lehan, Mattson, Mays, Neeley, Parks, Smith, Thomas, Wild, Willey) and 1 opposed (Berkow) the motion passed.

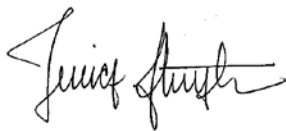
7. MPAC MEMBER COMMUNICATIONS

There were none.

Chair Lehan adjourned the meeting at 7:12pm.

8. ADJOURN

Respectfully submitted,



Jessica Atwater
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR [9/14/11]:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Packet	9/14/11	HUD Consortium Members Updated	091411m- 01
7.1	Packet	9/14/11	Advance UGB Area Presentation Booklet for MPAC 09_2011	091411m -02
7.1	Letter	9/14/11	Letter: Clackamas Co Business Alliance supporting Advance	091411m-03
7.1	Letter	9/14/11	Letter: City of Cornelius	091411m-04
7.1	Letter	9/14/11	Letter: City of Forest Grove	091411m-05
7.1	Letter	9/14/11	Letter: City of Sherwood UGB Recommendation	091411m -06
7.1	Resolution	9/14/11	City of Sherwood Resolution	091411m -07
7.1	Letter	9/14/11	Letter: City of Tigard	091411m -08
7.1	Letter	9/14/11	Letter: City of Wilsonville support for Tualatin UGB expansion area 5F	091411m -09
7.1	Information Item	9/14/11	Metro Green Scene Fall 2011	091411m -10



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

September 27, 2011

Metro Council President Tom Hughes and Councilors
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

Re: Metro UGB Analysis Areas 4H – Advance Road

Dear President Hughes and Councilors:

Clackamas County is writing to express its support for the City of Wilsonville's request to include the 316-acre Advance Road Area [Metro UGB analysis area 4(H)] in the Urban Growth Boundary.

The County supports Wilsonville's request for several reasons. First, the City of Wilsonville continues to grow during the recession. Over 800 residential units are currently in the planning, permitting or construction phase. Commercial and industrial development continues with the Wilsonville Road Business Park and Wilsonville Old Town Square.

Second, bringing the Advance Road area into the UGB now will allow the area to be planned and developed in an overall concept plan with the Frog Pond area, which was brought into the UGB in 2002. With Villebois, Wilsonville has a proven track record in facilitating and planning successful large-scale planned developments. The Advance Road area is also an important part of the community's aspirations for locating new schools and a regional park.

Finally, bringing the Advance Road into the boundary now will provide more housing options for Wilsonville's workers, a high percentage of whom currently travel across the region to and from work.

The Advance Road area is the only area in Clackamas County currently under consideration for this round of UGB amendments, and will help Metro achieve its Six Desired Outcomes, including the equitable distribution of the benefits and burdens of growth.

Sincerely,

Charlotte Lehan, Chair
On Behalf of the Clackamas County Board of Commissioners

CL/dc

To: Metro Council President Hughes and Councilors
Cc: Members of MPAC, Hillsboro Mayor Willey

From: North Hillsboro 330 Acre Property Owners
(Alderton, Bryan, Burns, Erdman, Nyberg, Park, Suess, Tsai)

Date: September 28, 2011 (to be presented in testimony October 6th)

We request that our combined 330 acres be added to the UGB for large-site industrial development. We have formalized an owners' agreement to attract large-site industrial in the area supported for inclusion in the UGB by Metro COOs and MPAC. Our 330 acres is a superior location to help meet the established need for large-site industrial employment which will benefit the region.

You have heard from us before

- In 2004/2005 most all of us, along with four other owners, submitted a jointly signed letter to Metro in favor of being in the UGB. The four other owners' properties were added to the UGB in 2005.
- We have participated throughout the current growth management process by submitting our jointly signed "North Hillsboro UGB Industrial Large Lot Agreement (October 2010)" to Metro staff and Councilors, attending Open Houses, and completing "Opt-In" surveys.

About our group of owners

- Our 8 parcels range in size from 1 to 102 acres;
- Properties have been under current ownership for 17 to 60+ years;
- Four owners reside on their properties;
- No owners are farm operators;
- We have joined together under a common and committed objective to be in the UGB.

Our unique formalized owners' agreement contains the following key points

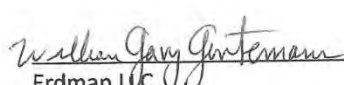


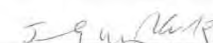
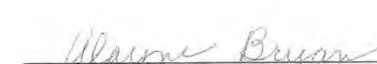


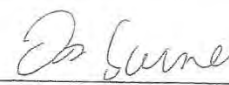
- We will consolidate properties, making lot line adjustments as necessary, to supply parcels of 50 acres or more to meet the needs of buyers of large-site industrial land;
- We will jointly list/market our properties;
- We will be represented by a single point of contact;
- We will have our agreement recorded and run with the land for a 5-year commitment.

Reasons which support our properties being included

- Unlike areas inside the current UGB that face multiple obstacles and constraints in property consolidation, we have a formalized owner's agreement reinforcing our group's commitment to land assembly for large-site industrial development.
- Our area is a superior location near existing large-site industrial and the Brookwood/US-26 interchange which will be expanded in 2013 to support industrial growth.
- Metro COOs Jordan and Cooper and MPAC have recommended our area be added to the UGB to accommodate the region's established need for large-site industrial.

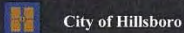
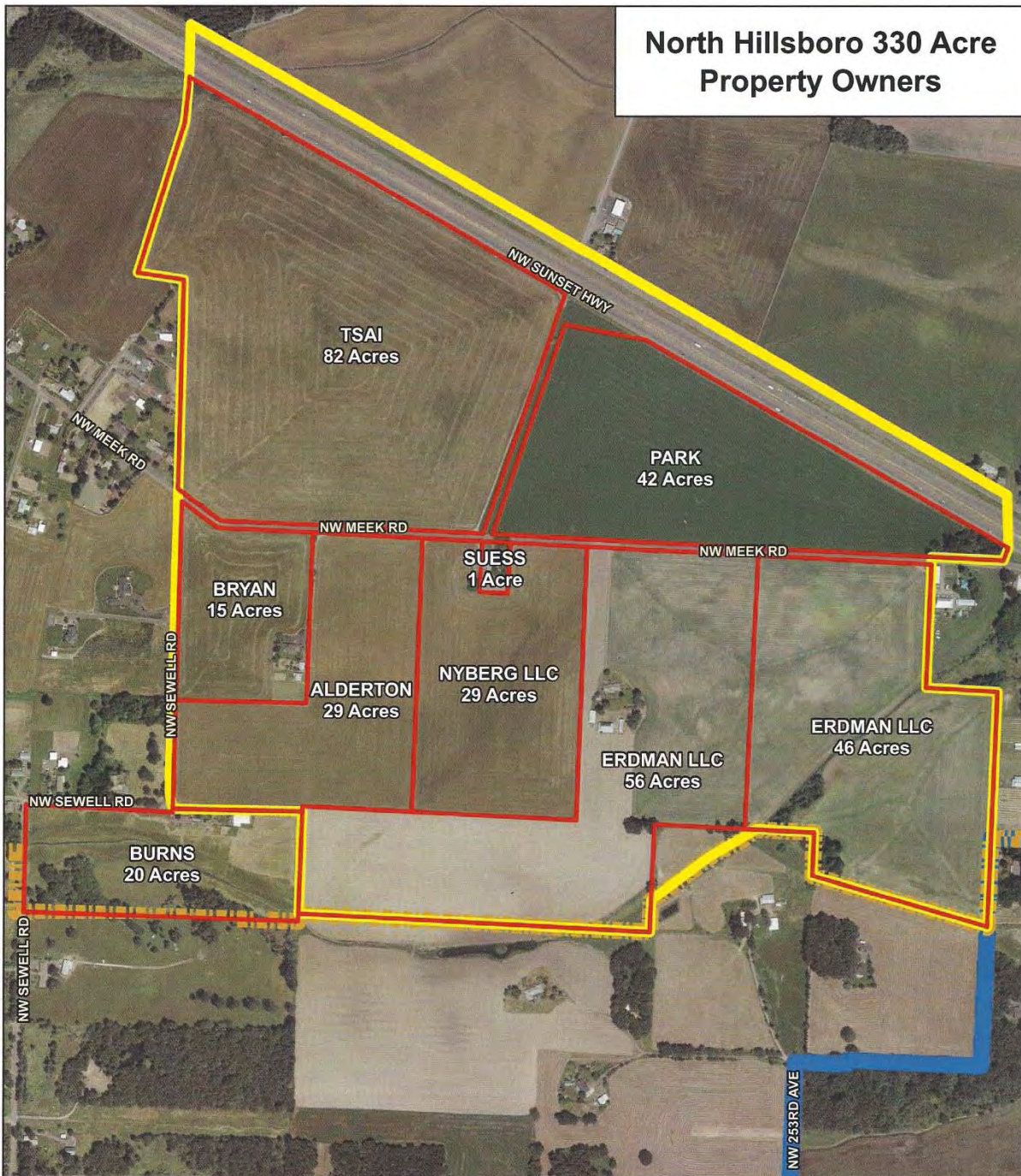
Respectfully submitted,

North Hillsboro 330 Acre Property Owners

 Erdman LLC (Tax Lots 1N2210001500 & 1N2210001504)	 Nyberg United Partnership LLC (Tax Lot 1N2210001600) ARACE C. NYBERG MANAGING MEMBER NUP G.P. LLC
 Charlotte, Donald or Juanita Alderton for Juanita Alderton (Tax Lot 1N2210001602)	 Jung Park (Tax Lot 1N2160000700)
 Alayne Bryan (Tax Lot 1N2160000800)	 James or Donna Burns (Tax Lot 1N2200000300)
 Marvin or Alice Suess (Tax Lot 1N2210001601)	 Tsung-Whei or Su-Mei Tsai (Tax Lot 1N2160000801)

Attachment: North Hillsboro 330 Acre Property Owners Map

North Hillsboro 330 Acre Property Owners



City of Hillsboro

PLANNING DEPARTMENT

Long Range Planning

150 E. Main Street, Fourth Floor
Hillsboro, OR 97123-4029
www.ci.hillsboro.or.us
Tel: 503.681.6153
Fax: 503.681.5245

North Hillsboro 330 Acre Property Owners

0 370 740 Feet

Legend

- Property Owners
- Metro COO Recommendation
- Urban Growth Boundary
- Hillsboro City Limits

Source:
City of Hillsboro GIS
- Current as of August 2011
- Aerial Photo as of July 2010
Washington County GIS
- Current as of August 2011
Metro RLIS
- Current as of August 2011

DISCLAIMER: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Prepared By: nilda
Printing Date: September 8, 2011
File: W:\GIS_Projects\LRNGE\UrbanReserves\North_Hillsboro_330_Acre_Property_Owners





City of Tualatin

www.ci.tualatin.or.us

September 28, 2011

Metro Council
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

RE: Metro UGB Analysis Area 4H – Advance Road

Dear President Hughes and Members of the Council:

On behalf of the Tualatin City Council, I am writing this letter to encourage you to support the City of Wilsonville's request to include the 316-acre Advance Road Area (Metro UGB analysis area 4H) in the Urban Growth Boundary.

Since 2002 over 1,000 acres of land was added to the Urban Growth Boundary in-between Tualatin, Wilsonville, and Sherwood to accommodate future industrial growth. Currently, the cities of Tualatin and Wilsonville are jointly planning a section of this area known as the Basalt Creek planning area.

While the City of Tualatin is poised to provide more employment lands for the region, we are concerned about the resulting need for more housing options. Unfortunately, there are already too few housing options compared to the number of jobs in the South Metro Region. As a result, more individuals are forced to commute long distances to work and congest the streets through our town center. Without the inclusion of additional land for residential growth, the jobs/housing imbalance will only increase once these industrial areas are built out. In an effort to correct this imbalance and curtail future congestion, the City of Tualatin strongly supports Wilsonville's request to include the Advance Road Area in the Urban Growth Boundary for residential expansion.

Thank you for the consideration of our comments.

Sincerely,

Lou Ogden
Mayor

c: Metro Policy Advisory Committee
Tualatin City Council
Wilsonville City Council



CITY OF

PORTLAND, OREGON

Sam Adams, Mayor

Nick Fish, Commissioner

Amanda Fritz, Commissioner

Randy Leonard, Commissioner

Dan Saltzman, Commissioner

To: Metro Policy Advisory Committee Members

September 21, 2011

RE: UGB Growth Management Decision

Dear Colleagues:

Our region's urban growth boundary has been one of our most effective tools in managing growth, protecting farmland, and encouraging a compact urban development pattern. The outcomes have been so effective in part because of the time and consideration that elected leaders and staff invest in making careful decisions on expanding the boundary.

MPAC will soon make a recommendation on which urban reserve areas to bring inside our UGB. This will be a difficult decision. There are many worthy candidates, yet the demand for additional future housing capacity cannot justify approving all requests.

We believe:

1. Overall, we need to be conservative. Stick to the low end of the forecast range.
2. Jurisdictions requesting additions must commit to plan for a capacity of 20 units per acre.
3. Areas must have real concept plans done with public engagement, not rough estimates done by staff.

It would be easy to say "Yes" to all of the requests. Doing so would move us to the high end of the forecast range. This forecast was prepared in 2009 before anyone realized how deep or prolonged our recession would be. As a result, the forecast has already overestimated the 2010 households by 9,000 units. Setting a target point higher in the range will only magnify this error.

MPAC should use some basic principles to guide our decision-making. First, local jurisdictions should commit to a higher capacity target – based on a transit supportive density of a minimum 20 units per buildable acre. The particular areas that are under consideration represent the best of the urban reserves – they are adjacent to major transportation corridors and town centers. We need to plan for these areas wisely and ensure future development can be served by efficient transit service.

Second, we should use the recently adopted changes to Title 11 that require all expansion areas should have a concept plan. This concept plan should be based on a robust analysis with a public process to ensure that these areas will fit into the existing community and have a preliminary plan to provide public infrastructure and services. Rough staff-generated sketch plans risk overestimating the potential and underestimating the cost to serve these areas. The recession has impacted our ability to deliver the infrastructure necessary to support growth. Now is not the time to add to our financial burden to deliver these services.

We understand that using these principles will reach outcomes that may leave some jurisdictions unsatisfied, for now. We hope local governments will use the intervening years to apply for CET grants for concept planning work that will ensure that these areas are development-ready for the next 5-year Urban Growth Report.

As we move forward, the region needs to link expansion on the edge to increased capacity in our centers and corridors that are easier to serve with transit.

Thank you for your consideration. We look forward to working through these challenging issues.

Sincerely,



Mayor Sam Adams



Commissioner Amanda Fritz

From: Michael Speer [\[mailto:mdspeer@earthlink.net\]](mailto:mdspeer@earthlink.net)
Sent: Tuesday, September 27, 2011 11:06 AM
To: Kathryn Harrington; Tom Hughes; 2040
Subject: UGB LAND

TO: Metro Policy Advisory Committee

FROM: Michael Speer, Patrick Speer, Dannimarie Gorman

ON: September 27, 2011

Dear Metro--

We are land owners in Urban Reserve Area 7D.

Our tax lot numbers and acreage are:

1S33C-00102 = 89.10 Acres

1S33D-00500 = 76.14 Acres

1S33D-00201 = 13.31 Acres

We 100% fully support the inclusion of all of our property in the Urban Growth Boundary this Fall.

Our family has been in the nursery business in this area since the early 1960's. We have discontinued planting nursery crops in this area because we are no longer able to farm the way we used to with all of the residential houses in the area (we are trying to sell and liquidate the remaining trees and plants that are in the ground).

The residential houses border our property on one of the tax lots and the land that Hillsboro School district owns for their next high school is on the north side of us.

My brother, my sister, and myself all support the inclusion of our property inside of the UGB.

Thank you very much.

Patrick Speer
Dannimarie Gorman

Michael Speer
mdspeer@earthlink.net
503.312.2272



PRESS RELEASE – For Immediate Release

Contact: Han Tran, ROSE Community Development
503-762-1466 or han@rosecdc.org

SE youths use pictures to tell health stories

SE PORTLAND – The old saying goes, “A picture is worth a thousand words.” Communities are beginning to come together through photography to address health issues, such as childhood obesity.

Combining those two thoughts, a group of Southeast Portland youths are organizing a photo exhibit to advocate for better health amenities in Outer Southeast.

The youths, ages 11 to 18, come from an after-school program developed by ROSE Community Development, an affordable housing agency serving five Outer Southeast neighborhoods.

Since January, the youths have worked alongside their parents and other adults from the community on two Photovoice projects. Through Photovoice, project participants became co-researchers and used cameras to document health amenities such as play structures in ROSE’s properties, and explore health issues and assets in an Outer Southeast neighborhood. Photovoice research goes beyond producing knowledge: These community members are taking action to improve their individual, family, and community health. At the exhibit opening night, project participants will engage community members, health advocates, policy and decision-makers, and other stakeholders in conversations about health in Outer Southeast.

What: ***“PEOPLE IN ACTION FOR CHANGE”*** A health-advocacy exhibit organized by the youths of Outer Southeast

When: Opening night is at 4:00 p.m. on Wednesday, September 28. Exhibit will be open for viewing through October 12.

Where: Metro Regional Center Lobby at 600 NE Grand Ave. The building’s hours are Monday- Friday, 8 a.m. to 5 p.m.

Admission: Free

ROSE Community Development “Revitalizes Outer South East” through affordable housing and resident services, economic opportunities, and community-building. Since 2010, ROSE has been a partner in the Healthy Kids Healthy Communities Initiative, a national program of the Robert Wood Johnson Foundation to prevent childhood obesity. The local HKHC initiative is headed by the Oregon Public Health Institute. Photovoice projects are funded by HKHC; the gallery is supported by an award from the City of Portland in partnership with Portland Community College, the Multnomah Youth Commission, the Youth Planning Program, the Office of Mayor Sam Adams, and Mercy Corps Global Citizen Corps. ROSE also collaborates with a Portland State University capstone class. ###

SHERWOOD WEST PRELIMINARY CONCEPT

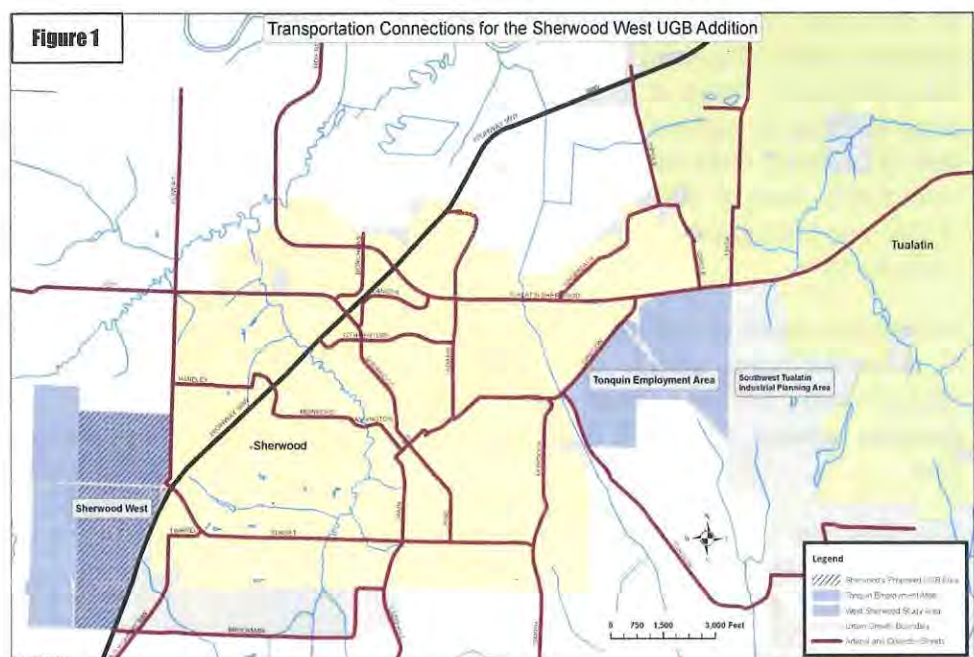
LAND USE AND URBAN SERVICES

The purpose of this concept study was to consider the initial locations for transportation corridors, public infrastructure, and potential land uses. For the purposes of this exercise, the area was divided into two separate areas. The first area, "Concept Area A", consists of approximately 276 acres and represents the area the City of Sherwood is requesting be added to the Urban Growth Boundary by the end of 2011. The second area is west of "Concept Area A" and consists of approximately 220 acres. This area is the remainder of the area originally studied by Metro for inclusion in the UGB, is designated as an urban reserve area, and is identified as "Concept Area B." Together the area consists of approximately 496 acres.

TRANSPORTATION

Within the concept area, the transportation system includes two collectors (SW Chapman and SW Haide) and one arterial (SW Kruger) in east-west alignments. The system provides a new north-south collector that begins at the intersection of SW Chapman and SW 195th. That unnamed collector generally follows the topography of the study area with the steeper portions of the study area ending up in "Concept Area B." A second arterial, (SW Elwert) is also in a north-south alignment along the north and east portion of the study area. These arterials and collectors are intended to serve as the foundations for future circulation within the study area, and intended to be supported by a series of walkable neighborhood and local street connections. The transportation system avoids natural areas to a large extent, but is constrained by steep slopes within "Concept Area B" and will require refinement as planning for the area progresses.

Beyond the concept areas, there are a number of existing and planned transportation connections that will provide connections between the Sherwood West UGB addition area and new employment areas in eastern Sherwood and western Tualatin within the Tonquin Employment Area and SW Tualatin Plan area. Figure 1 illustrates the multiple transportation connections between the Sherwood West area and the employment areas in eastern Sherwood and southwestern Tualatin.



LAND USE

The primary vision for both expansion areas is housing, with a mix of densities intended to achieve a variety of lot sizes and housing choices. Concept Area B includes two areas; the first is approximately 77 acres with densities ranging between 16–18 dwelling units per acre, and the second is 143 acres with densities ranging between 8-11 dwelling units per acre. The lower densities would occur on the steeper slopes. The higher densities are intended to minimize the amount of disturbance to the steeper slopes while still achieving the desired density of 12 dwelling units per acre.

Concept Area A includes five distinct areas. Beginning with the northeast portion of the study area, "Area 1" consists of approximately 50 acres that would be planned for mixed uses and include densities between 12 and 15 dwelling units per acre. This area is a potential location for a station area and could support higher densities if increased transit is realized. This area would provide a mix of commercial and housing uses to serve not only the subject area, but, also existing underserved residential neighborhoods in the vicinity.

Directly south of the mixed use area and adjacent to a large natural area, "Area 2" consists of approximately 77 acres that are planned to accommodate densities between 5 and 7 dwelling units per acre. This area will be considerably less dense because it is surrounded on two sides by natural features.

To the south of the natural area, "Area 3" generally bisects Concept Area A in an east west orientation. "Area 3" is approximately 63 acres intended to support densities between 16 and 18 dwelling units per acre. This area is immediately north of SW Chapman Road, east of the new north-south connector, and west of Highway 99.

Immediately south of SW Haide Road is "Area 4", a second higher density area consisting of approximately 58 acres that could provide densities between 16 and 18 dwelling units per acre.

The final two areas comprise "Area 5" and consist of a total of approximately 30 acres and are located generally along the westerly boundary of Concept Area A. These areas are



intended to support densities ranging between 8 and 11 dwelling units per acre.

The location of these conceptual densities is based on the topography, the orderly and efficient provision of services, their location to major roads, and consideration of future transit opportunities. In accordance with the methodology outlined in the COO recommendations, the City deducted 25.4% of raw land for the purposes of roads, and to account for public and semi-public uses such as parks, schools and churches. In addition, approximately 33 acres of the 77 acre lower density portion is considered constrained.

The City has also identified an “opportunity area” east of the study area that is currently zoned low density residential. The City envisions that concurrent with planning for the UGB addition, evaluation will also occur to look at potential zone changes to the opportunity area for more efficient use of the land. The potential densities for Concept Area A are presented in the following table.

Table 1 Concept Area A

Conceptual densities	Gross Area	Unconstrained land	Net buildable (unconstrained – 25.4%)	vacant – Expected Densities
Higher density – 16-18 du/ac	121 Ac.	121	90 Ac.	1444 – 1625 du
Medium density – 8-10 du/ac	30 Ac.	30	22 Ac.	179 – 246 du
Low density – 5-7 du/ac	77 Ac.	44	33 Ac.	164 – 230 du
Mixed use Commercial 12-15 du/ac	48 Ac.	48	36 Ac.	430-537 du
Totals	276 Ac.	243 Ac.	181 Ac.	2217 – 2638 du

As the above table demonstrates, Concept Area A can be developed at an average of 12 -15 units per net acre. With the inclusion of the Concept Area B and the opportunity area to the east, the area could potentially be developed at an average density of 12-14 units per net acre. As this is a very preliminary concept and there is more to be learned and decided through the High Capacity Transit Planning Effort, Sherwood Town Center Plan effort, updates to the Transportation System Plan and Comprehensive Plan updates in the future, it is possible that an even greater density can be planned for and realized in this area, especially Concept Area B.

Table 2, below, illustrates the potential densities for all of the Sherwood West area originally studied by Metro, including Concept Area A and B and an “opportunity area” to the east inside the existing city limits.

Table 2 Concept Area A, B and Opportunity Area

Conceptual densities	Gross Area	Unconstrained land	Net buildable (unconstrained 25.4%) – vacant	Expected Densities
Concept Area A	276 Ac.	243 Ac.	181 Ac.	2217 – 2638 du
Concept Area B – Higher density 16-18 du/ac	77 Ac.	62 Ac.	46 Ac.	740-833 du du
Concept Area B – Medium density – 8-11 du/ac	143 Ac.	127 Ac.	95 Ac.	758-1042 du
Opportunity Area	19 Ac.	19 Ac.	14 Ac.	170-213 du
Totals	515 Ac.	451 Ac.	336 Ac.	3885-4725 du

INFRASTRUCTURE

The Sherwood Engineering Department has performed a preliminary analysis of the options available to provide sewer, water, and storm service to the study areas. The findings of that analysis for each system are discussed below.

Water

The proposed expansion area could be primarily served by the existing Kruger Reservoir. According to the study, the Kruger reservoir has an overflow elevation of 455 feet, and sits on a pad that is at an elevation of 425 feet above sea level. For the purposes of this exercise, the engineer assumed that the residual line pressure would be limited to 20 psi, and that the residential building height is typically limited to 2-stories or 35 feet. Interestingly enough, the majority of multi-family structures within the City of Sherwood are either at or below 35 feet in height. Given these assumptions the upper limit of the reservoir would be 373 feet and the lower limit would be 343 feet. With the exception of the western limits of the study area, concept area A could be readily served with water. Concept area B would be dependent upon pumping and force mains to provide city water.

Sewer

The proposed expansion area would primarily be served by a gravity system that ties into the system serving the Brookman Area expansion and ultimately the Rock Creek Trunk line. According to the engineer's analysis, the entire proposed UGB area could be served using this line, with additional capacity. There is a current project that includes upgrading a portion of the system from 15 to 18 inches, and extending the line to the boundary of the Brookman Addition (Area 54/55). Future extensions completed with development would provide access for the connection of the proposed area across Highway 99W. If necessary, the northerly properties within the concept areas could conceptually tie into

a line that runs up Edy Road, down Copper Terrace, and ends at the north end of the Sherwood School District Area 59 elementary/middle school development. This option would require pumping and extending lines across private property as well as an upgrade to the Sherwood Trunk pump station, and would be the least desirable option.

STORM WATER

According to the analysis, the proposed expansion area consists of three drainage sub-basins. The majority of concept areas A and B are located within the Cedar Creek Drainage Basin. The basin flows generally northeast along Cedar Creek, and ultimately draining into Chicken Creek just west of Roy Rogers Road. Since there is a need to construct a regional stormwater facility to handle future flows from the Brookman Area, there will likely be a need to construct a regional stormwater facility for the proposed expansion area. There may be an opportunity to construct a single facility as opposed to two separate facilities, but the feasibility of that option has not yet been vetted. Because of the steep slopes on the western edge of concept area A and B, the city will encourage developers to utilize low impact design strategies for treatment within the area.

SUMMARY

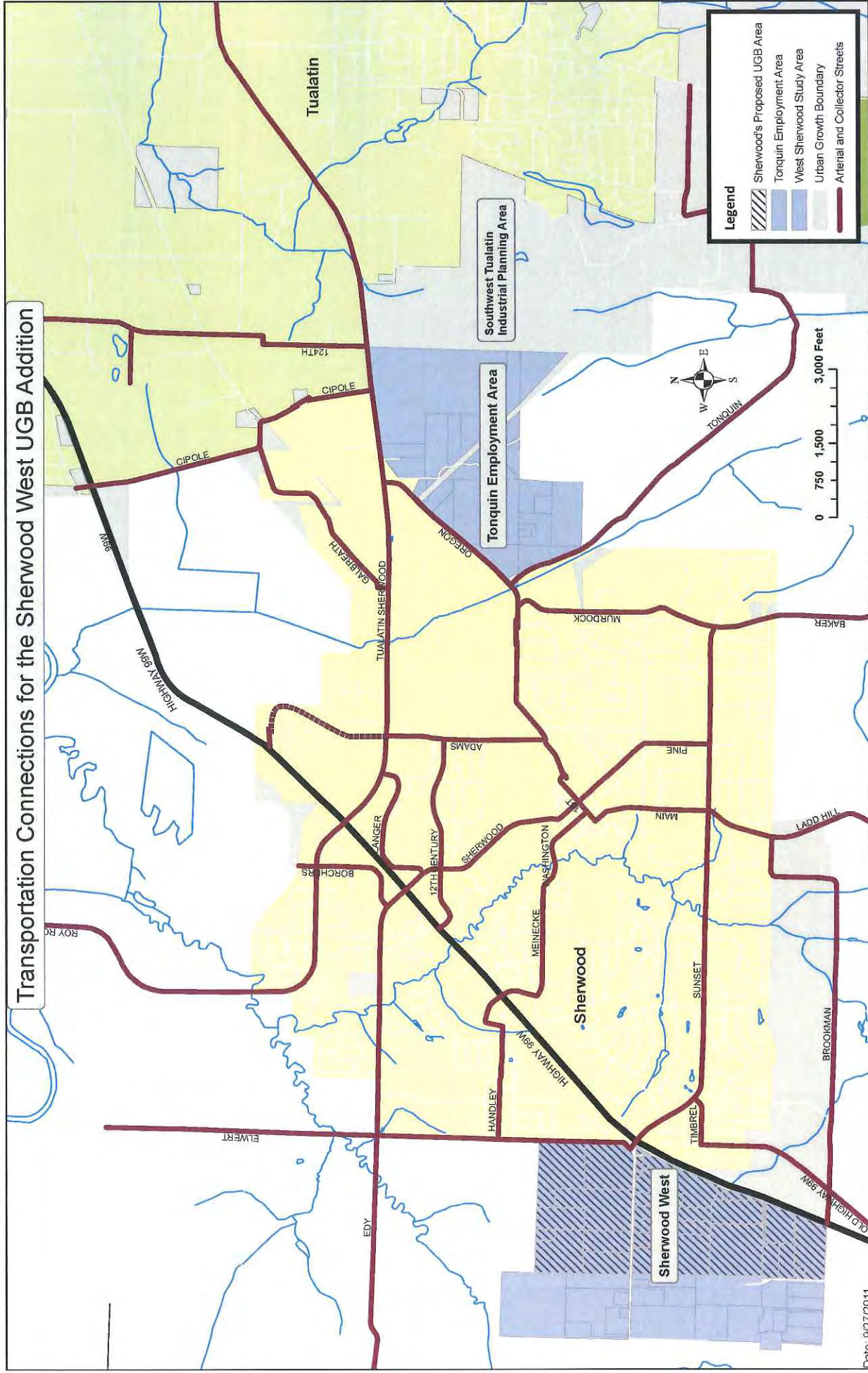
The City realizes that density can be controversial. People against higher densities fear large ugly buildings, limited open space, parking problems, and irresponsible residents. On the other hand proponents view density as a way to promote cultured streetscapes, efficient infrastructure, walkable neighborhoods, and increased housing options. We believe that it is possible to achieve the desired densities and still maintain the balance of an urbanizing area by allowing varied lot sizes with implementation of the tools mentioned below. Therefore, it is possible, and very likely that varied lot sizes could yield higher densities even if some relatively large lots are created within the concept areas.

Because these densities are not customarily associated with the existing developments within the City, with few exceptions, the City is expected to consider developing a variety of tools to help developers and landowners achieve the desired densities including a review of the planned development ordinance, a discussion regarding transfer of development rights, and bonus densities to encourage a diverse community of home choices and values.

THE STUDIES AND ANALYSIS ALLOW US TO CONCLUDE THAT THE INCLUSION OF THE CONCEPT AREAS CAN BE EFFICIENTLY SERVED THROUGH THE EXTENSION AND IMPROVEMENTS OF OUR EXISTING URBAN SERVICES, AND ALLOW US TO COMFORTABLY STATE THAT WE CAN ACHIEVE THE TARGET DENSITIES NEEDED TO PROVIDE FOR A DIVERSE HOUSING STOCK FOR THE FORESEEABLE FUTURE.

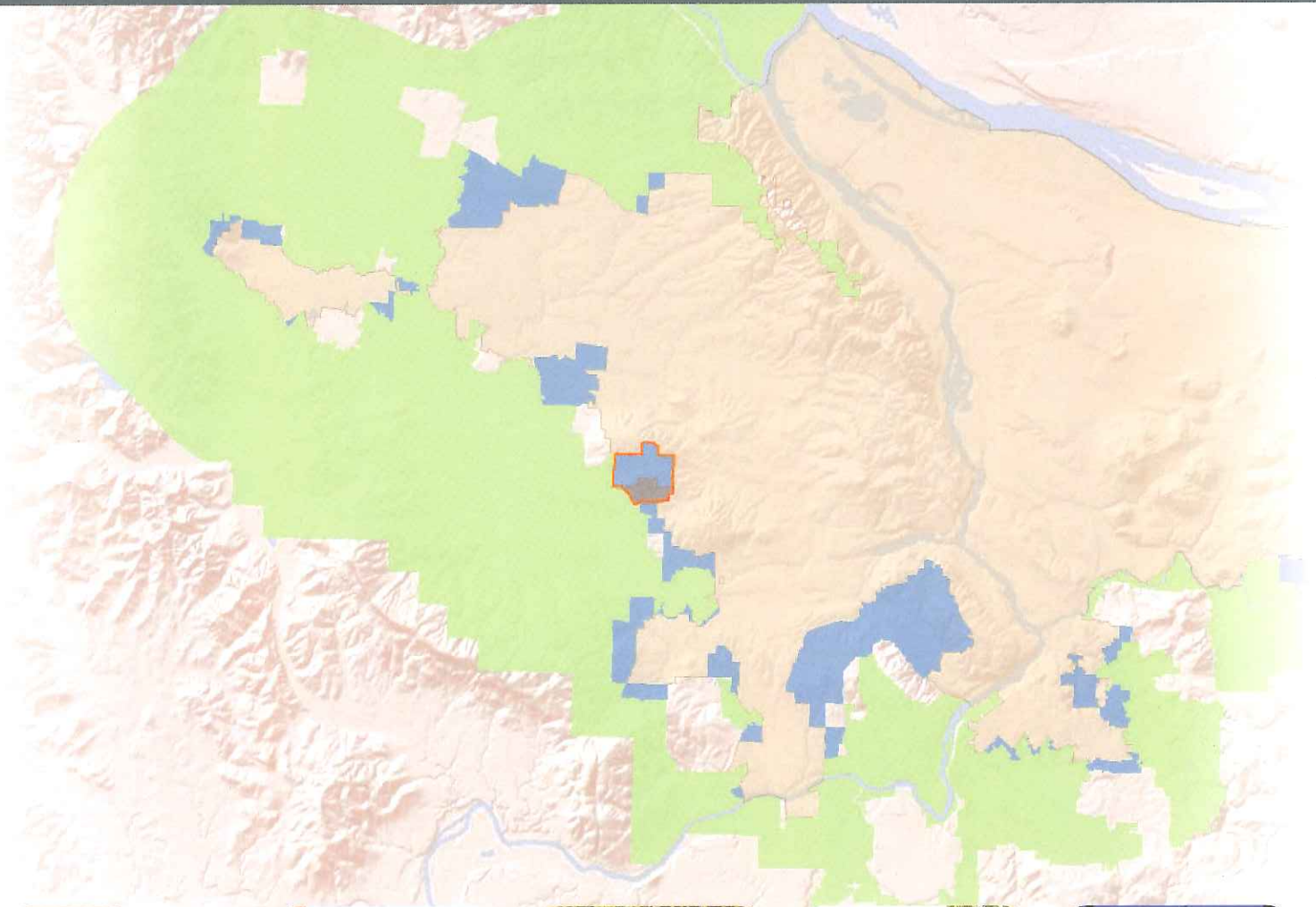
Sherwood West Preliminary Concept





SOUTH COOPER MOUNTAIN PROSPECTUS

June 1, 2011



PROSPECTUS PROJECT TEAM

City of Beaverton

South Cooper Mountain Land Owners

Fregonese Associates

Lancaster Engineering

JPR Engineering



The Best of Oregon

SOUTH COOPER MOUNTAIN

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EXECUTIVE SUMMARY

This prospectus is a supplement to the City of Beaverton's formal request to include a 536-acre portion of Urban Reserves Area 6B known as South Cooper Mountain (total acreage: 1,776) into the regional urban growth boundary (UGB). Following inclusion in the UGB, the City intends to conduct a publicly driven Concept Planning process for the entire South Cooper Mountain area, complete annexation of the 536-acre section (herein referred to as the 2011 Phase), and begin implementation of needed improvements to enable the creation of Metro's next Greatest Place.

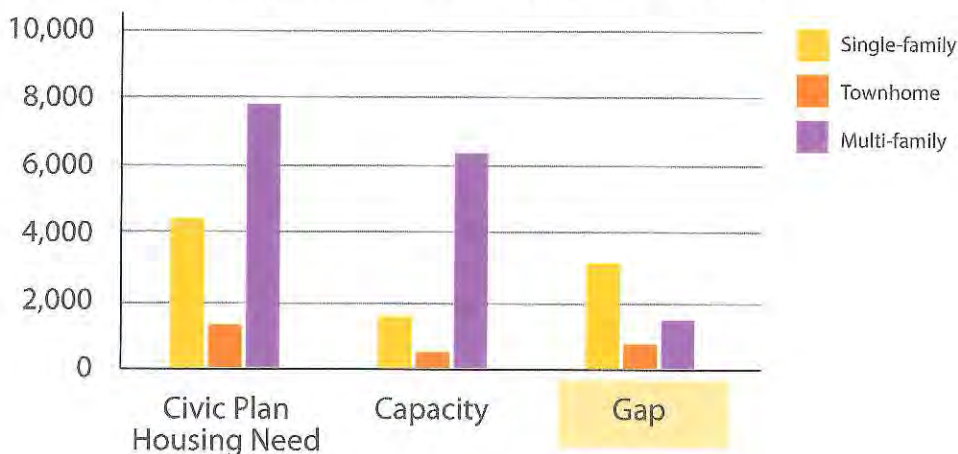
MEETING LOCAL AND REGIONAL NEEDS

South Cooper Mountain is a key component of the City of Beaverton's recently adopted Civic Plan housing strategy, which identified a need for a total of 13,555 new housing units between now and 2035. From a regional perspective, Metro's recently published Urban Growth Report indicates that between 224,000 and 301,500 new housing units will be needed between now and 2030. While much of Beaverton's need will be for multi-family and townhome products, which can be largely accommodated in the Central City and through infill, there remains a sizeable deficit in land supply for single-family homes. The 2011 Phase of South Cooper Mountain is a critical piece of addressing several key city priorities.

KEY PRIORITIES FOR THE CITY OF BEAVERTON

- Providing sufficient land supply to meet the city's and Washington County's identified future housing need
- Supporting the Murray Scholls Town Center and Progress Ridge TownSquare developments, which provide services for Beaverton, Tigard and nearby unincorporated communities
- Making full and efficient use of existing infrastructure and planning efforts, such as the West Bull Mountain urban growth area, Metro and THPRD investments in open space and parkland, Portland General Electric's newly constructed substation and intersection improvements at SW Scholls Ferry and SW Roy Rogers Roads
- Supporting the Beaverton School District's urgent need for an additional high school in the southwestern part of the district

Figure 1: Civic Plan Housing Need and Gap, New Housing Units Needed 2008-2035



Source: City of Beaverton Civic Plan, Housing Strategy, 2011



MODELING A COMPLETE COMMUNITY

This prospectus demonstrates how the 2011 Phase of South Cooper Mountain can be the setting for a complete community by way of creating three land use scenarios. The scenario analyses accounted for parks and natural resource lands, such as the Cooper Mountain Nature Park and key watersheds serving the Tualatin River Valley. They illustrate how with sufficient investments in infrastructure, the 2011 Phase can help address the city's future housing need with a variety of housing types, and achieve sufficient net residential densities to meet Metro's goals for efficient urban expansion.

Of the three scenarios, Scenario B was used to create a rough estimate of needed infrastructure and transportation investments to support a new community, and to identify opportunities to leverage existing and planned investments in the area. There are several opportunities to coordinate the planning and implementation of transportation and sanitary sewer investments with the nearby West Bull Mountain community planning area. Added opportunities can be found in the expansion of existing water capacity already provided by the City of Beaverton.

This prospectus is not intended to be a Concept Plan, as per Metro's standards. Rather it is a proof of concept, it demonstrates how the 2011 Phase and South Cooper Mountain as a whole will play a key role in the future of Beaverton and Washington County. South Cooper Mountain presents an opportunity to ensure an adequate supply of balanced housing for the City of Beaverton, Washington County and the region within a complete community that supports existing urban areas.

SOUTH COOPER MOUNTAIN LOCAL AND REGIONAL CONTEXT

METRO'S NEXT GREATEST PLACE

South Cooper Mountain¹, positioned at the edge of the City of Beaverton and within 15 to 25 minutes of downtown Beaverton and Hillsboro, is ready to become Metro's next Greatest Place. Comprised mostly of undeveloped land, in close proximity to jobs, shopping and services it represents an opportunity to provide a complete community with a variety of housing options for Washington County's growing population.

This prospectus describes how the South Cooper Mountain area can play an important role in the futures of both the Metro region and the City of Beaverton. It provides a supply of urbanizable land that will allow the City of Beaverton to address a housing need identified within its Civic Plan; it supplies critical access to a high school site for the Beaverton School District, as well as new residents to support the continued growth of the Murray Scholls Town Center. As discussed in Metro's Urban Growth Report, the ability of the region to meet housing supply needs will depend on key decisions about how to invest in existing and newly urbanizing areas.² South Cooper Mountain provides for a new community that is well-located and can be served by existing infrastructure and urban services, given the needed investments. The following pages describe South Cooper Mountain in the context of Beaverton and the Region.

There are two aspects of this prospectus that should be kept in mind. One is that this document pertains to a formal request by the City of Beaverton to expand the Urban Growth boundary by 536 acres in the South Cooper Mountain area. Given that the entire Urban Reserve area may be brought into the UGB eventually, this prospectus considers the entire 1,776 acres. Second, this document is not intended to constitute a Concept Plan, as defined under Metro Title 14, which is a comprehensive planning effort with a crucial public involvement component. Rather, this prospectus demonstrates how South Cooper Mountain can provide for a complete and connected community that furthers Metro's urban growth goals. A full public planning process for the entire South Cooper Mountain area will be required to define in more precise terms the long-term vision and will be conducted once the 536 acre area is brought into the UGB and annexed by the City of Beaverton.

This prospectus provides a proof of concept or sketch for how Metro, the City of Beaverton and their regional partners can help create a vibrant community.

¹ For the purposes of this prospectus, South Cooper Mountain refers to the Urban Reserve Area 6B, as defined by inter-governmental agreement between Metro and Washington County. Metro Ordinance No. 11-1255

² Metro 2009-2030 Urban Growth Report, pg. 130.

Figure 2: Regional Context Map – South Cooper Mountain Hillsboro, Beaverton

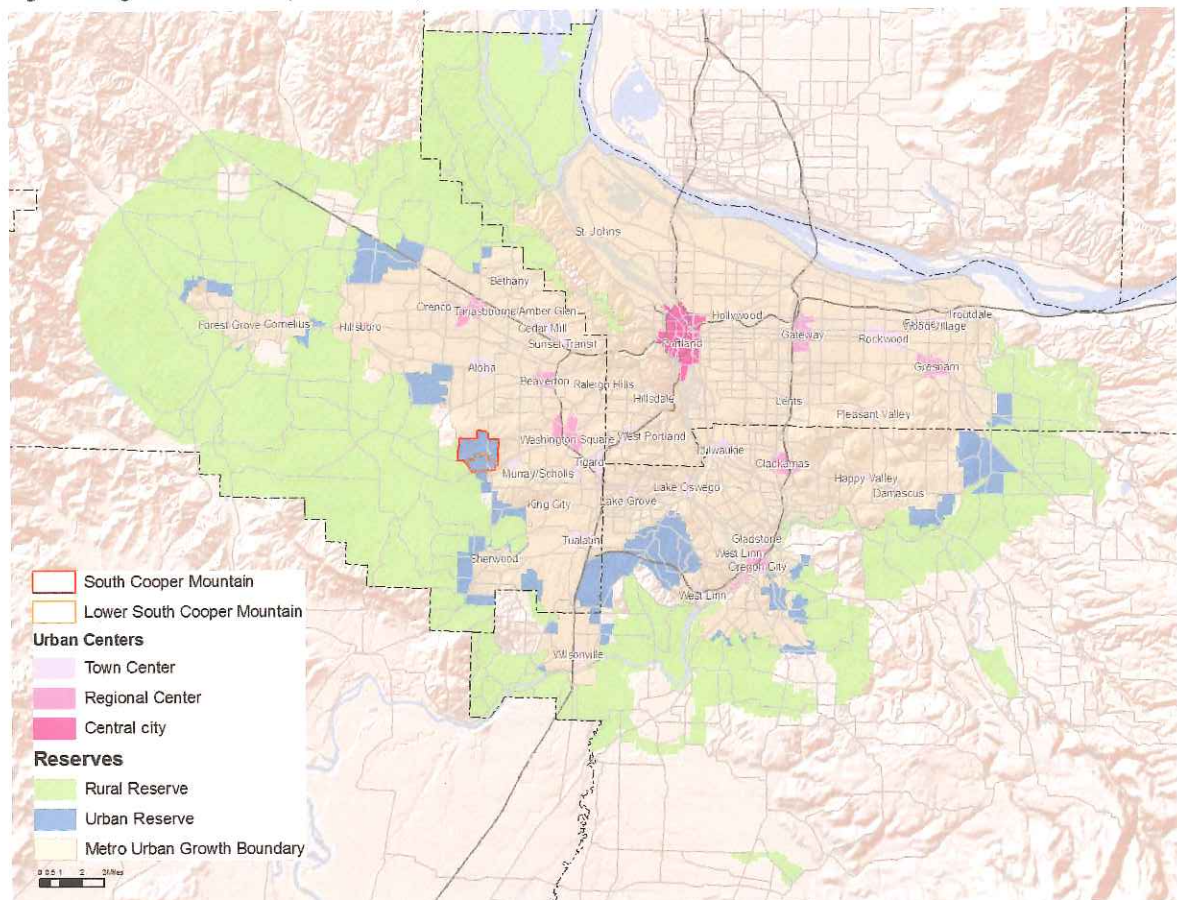
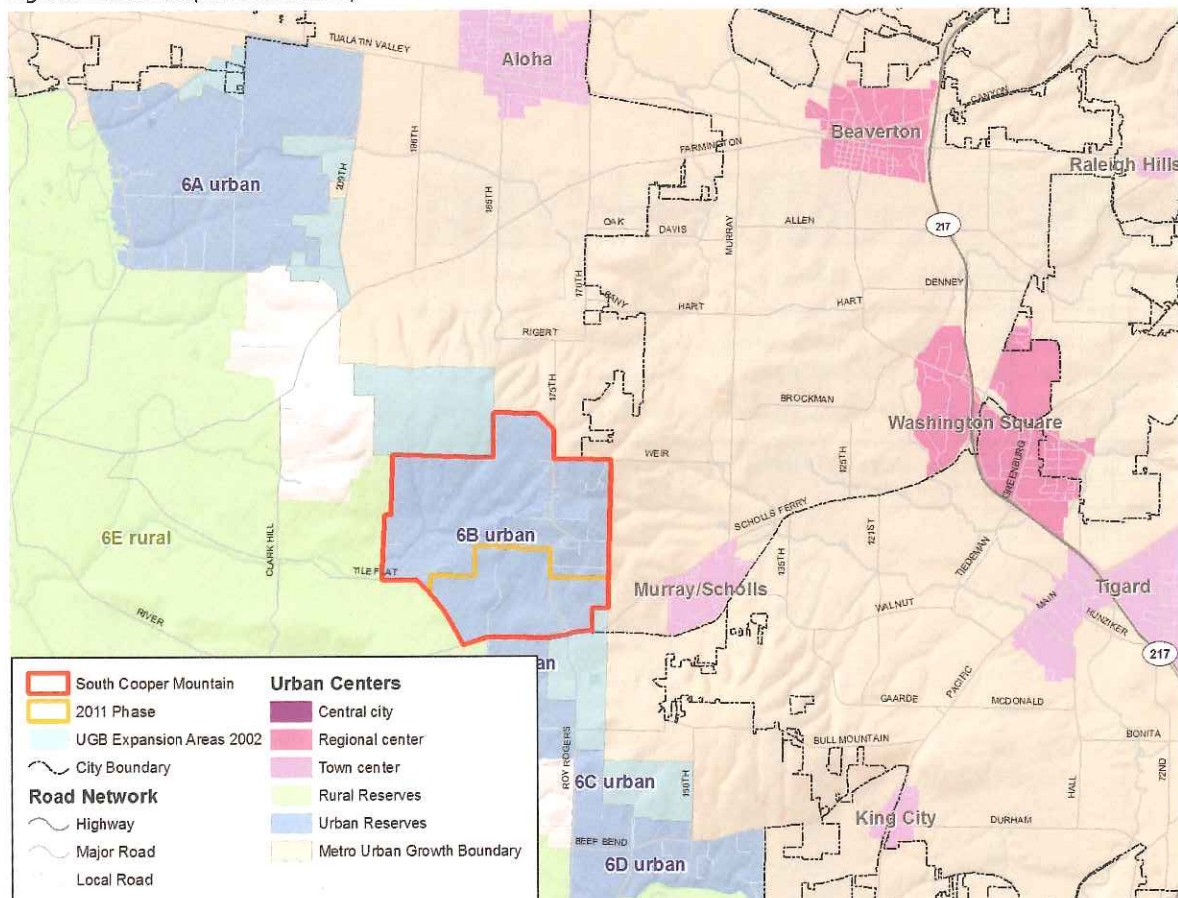


Figure 3: South Cooper Mountain Map



THE BEAVERTON COMMUNITY VISION, CIVIC PLAN AND THE CITY'S HOUSING NEED

South Cooper Mountain's role in the region begins with the City of Beaverton's multi-year Community Vision. On the heels of that process, which benefitted from the participation of over 5,000 residents, the City developed the Civic Plan, a strategic plan that outlines early, medium, and long-term actions to realizing that vision. Many of the Civic Plan's recommendations were to reinvest in Beaverton's Central City: improve walkability, expand housing options, encourage the densification of employment, especially near transit stations, and better connect residents with Beaverton's creeks and natural spaces. These initiatives are also intended to help attain regional goals by creating vibrant Regional Centers and supporting transit investments.

The Civic Plan also examined citywide growth issues, including employment space and housing need. It should be emphasized that housing need and employment growth are two sides of the same coin; a healthy employment market depends on a responsive housing market, and vice a versa. The Civic Plan housing needs analysis was based on the city's Economic Opportunities Analysis forecast (which was based, in part, on Metro's medium growth scenario) and predicted a demand for approximately 13,500 new housing units between now and 2035.

Table 1: 2035 Projected Housing Demand by Age of Householder

Age of Householder	# of Units	Preferences
Under 25 years	640	Predominantly apartments
25-44 years	2,869	Mix of single-family, apartments/condos and townhomes
45-64 years	3,684	Mix of single-family, apartments/condos and townhomes
65 years or over	6,361	Mostly smaller units including apartments/condos and townhomes

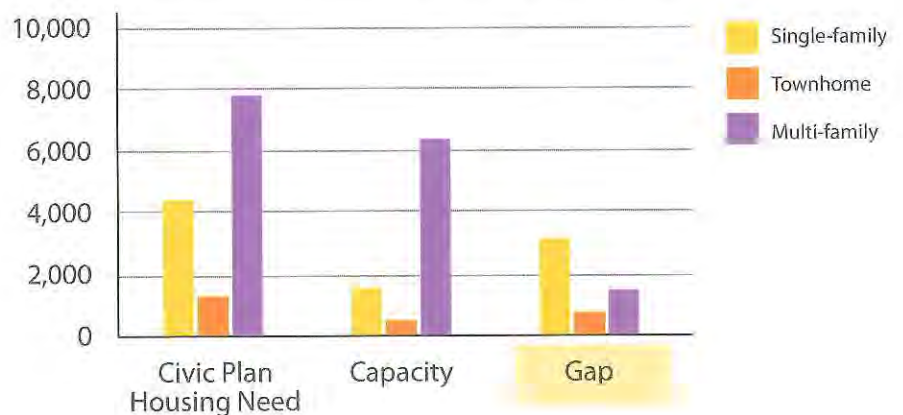
Source: Fregonese Associates analysis

SOUTH COOPER MOUNTAIN LOCAL AND REGIONAL CONTEXT

The projected demographic profile indicated that there is likely to be strong demand for apartments, condominiums, townhomes and similar products. Much of this need will be satisfied by infill, redevelopment, and investment in Beaverton's Central City. The city has already begun implementation efforts to reinvest in the Central City, including a forthcoming Urban Renewal Area plan for submission to the voters, coordination with the Oregon Department of Transportation to explore ways to calm Canyon Road and improve walkability, and working with Clean Water Services, Metro, and other agencies to improve Beaverton's creeks as critical urban amenities. Furthermore, the Civic Plan included a robust bicycle and pedestrian improvement program, which proposes bicycle boulevards and other improvements to encourage active transportation modes.

These efforts are meant to address Beaverton's substantial need for additional multi-family and townhome housing stock. A critical housing type that is also needed, but that Beaverton will have a difficult time addressing due to its limited supply of land, is the single-family dwelling. Only about a third of the projected single-family need can be supplied within the current city boundaries. The city's existing land capacity is primarily for multi-family and mixed-use housing types.

Figure 4: Civic Plan Housing Need and Gap, New Housing Units Needed 2008-2035



Source: City of Beaverton Civic Plan, Housing Strategy, 2011

SOUTH COOPER MOUNTAIN LOCAL AND REGIONAL CONTEXT

It is crucial to ensure that single-family homes, appropriate within the context of complete communities, can be built in the Metro region. The single-family neighborhood provides room for families and can be designed in a neighborhood context that maximizes connectivity and access to amenities. Some of the Metro region's most cherished neighborhoods are made up primarily of single-family homes, and they will continue to play a role in the future growth of the region.

South Cooper Mountain presents an opportunity to ensure an adequate supply of balanced housing for the City of Beaverton, Washington County and the region. As reported in the the City of Beaverton's Pre-Qualified Concept Plan analysis, the area is suitable almost exclusively for residential development, and not not employment uses. South Cooper Mountain's role in the region is to support regional employment by providing needed housing lands.

MEETING LOCAL AND REGIONAL NEEDS

In 2010, the South Cooper Mountain area was identified as an important component of future urban growth and development in the region, through the Urban and Rural Reserve process. This was a landmark collaborative effort between Metro and Washington, Clackamas, and Multnomah Counties to identify the most suitable lands for urban expansion (Urban Reserves) while preserving much larger areas as farming, habitat, and rural communities (Rural Reserves). The resulting agreement provides protection for over 267,000 acres of land as Rural Reserves, an area greater than that currently within the UGB.³ The Urban Reserves identified as part of this process comprise about 28,000 acres of land for the entire region. This is roughly equivalent to the amount of land added to the UGB since 1998, about 25,000⁴ acres – but is intended to serve as the supply of new urban growth land for the next 50 years.

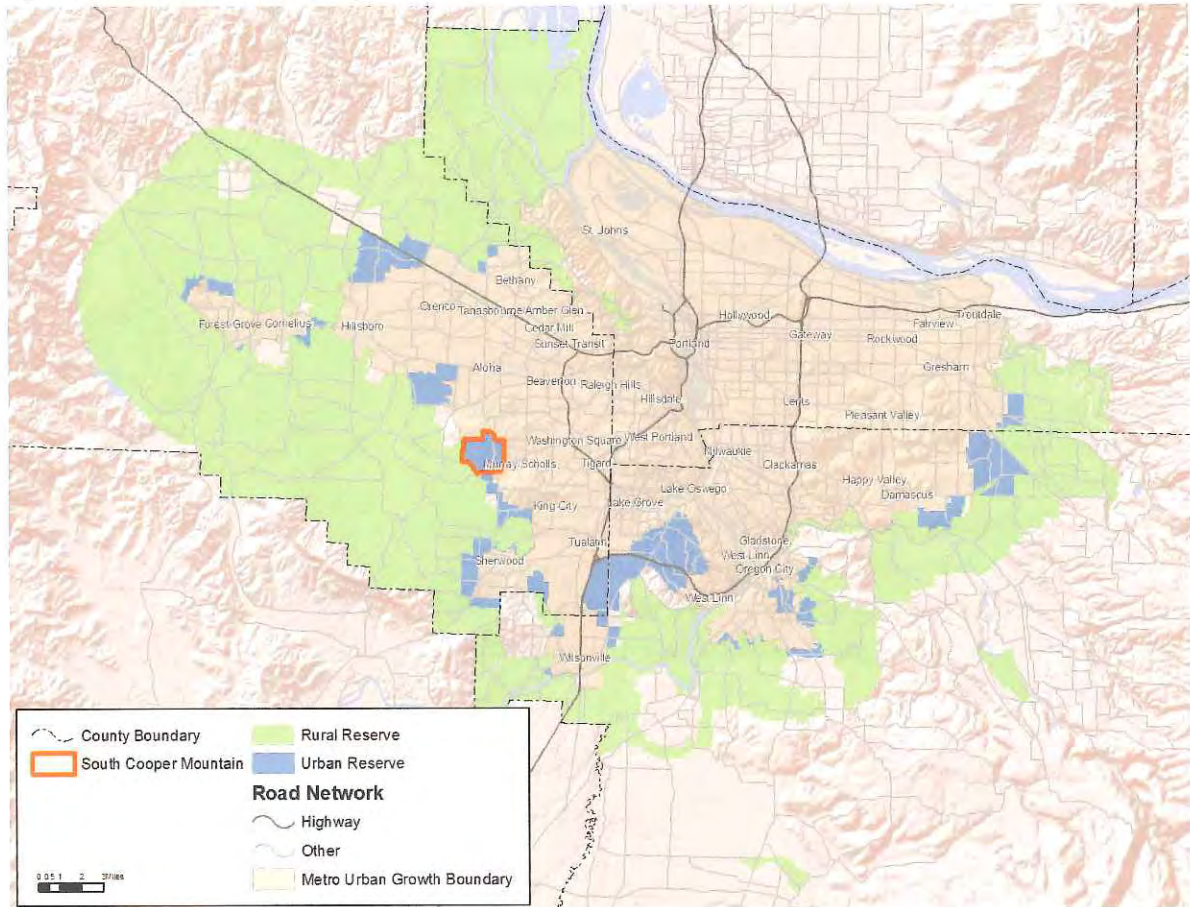
The Urban and Rural Reserves process was an important step to make planning for future urban growth more predictable and effective. It allows resources to be directed toward making complete communities that strengthen existing urban areas and provide equitable opportunities for housing, employment, and recreation. South Cooper Mountain represents a key opportunity to create that kind of place and support the region's diverse and growing economy.

3 Metro Ordinance No. 11-1255

4 Metro: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=277>

SOUTH COOPER MOUNTAIN LOCAL AND REGIONAL CONTEXT

Figure 5: Urban and Rural Reserves Map



BEYOND THE UGB

Urban Reserves are lands outside the Urban Growth Boundary that are suitable for accommodating urban development that is sufficient in size to supply diverse housing types, that is supportive of local economies, that is located to provide ease of serviceability, and that can be designed to incorporate natural features and amenities.

Rural Reserves are lands outside the Urban Growth Boundary that protect the region's most valuable, productive and financially viable farms, commercial forests, and significant natural features such as wetlands, rivers, floodplains and savannas.

SOUTH COOPER MOUNTAIN LOCAL AND REGIONAL CONTEXT

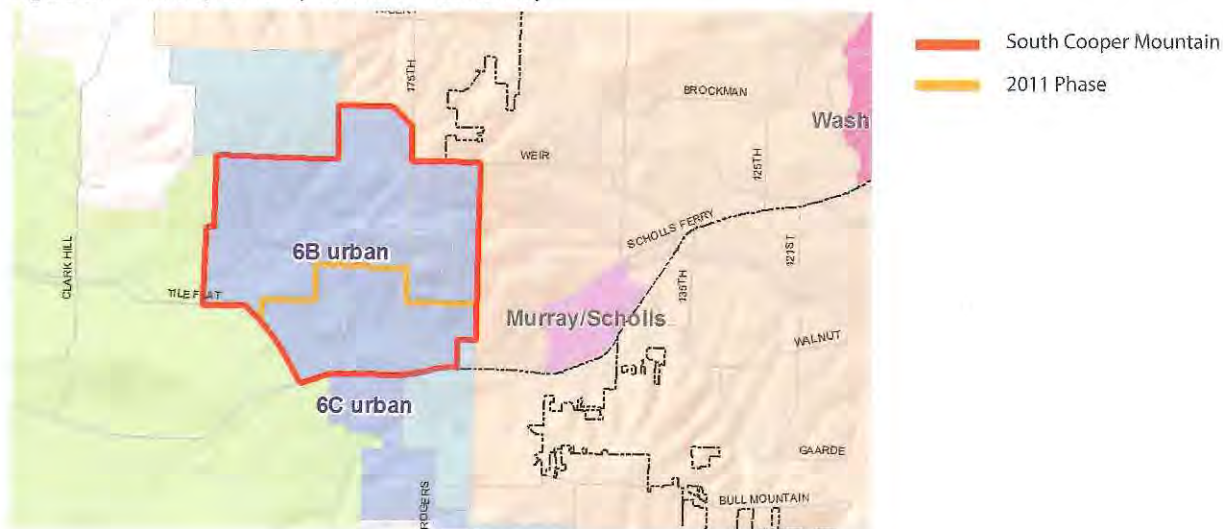
LAND SUPPLY FOR NEEDED HOUSING

While agricultural uses are in place today, South Cooper Mountain does not represent the valuable farming acreage found elsewhere in Washington County. In particular, the 536 acres consisting of Beaverton's 2011 Phase UGB expansion request was classified as Tier 3 due to its lower agricultural productivity, already existing development, and relatively small parcels.⁵ Furthermore, the 2011 Phase area is proximate to existing transportation infrastructure at SW Scholls Ferry Road. A full discussion of constrained and developable land can be found in the scenario discussion of this prospectus.

SUPPORTING METRO 2040 TOWN CENTERS

South Cooper Mountain is well suited for residential development, and the 2011 Phase has the potential to provide between 4,000 and 6,300 additional households to support the Murray Scholls Town Center, located about one mile to the east on SW Scholls Ferry Road. An existing commercial development north of the Town Center includes the Murrayhill branch of the Beaverton City Library, as well as a fitness center, personal services, grocery and retail shopping. Gramor Development Inc., which owns a majority of the commercial property in the vicinity of the Town Center is in support of the additional residential development.⁶

Figure 6: Relationship to Murray-Scholls Town Center Map



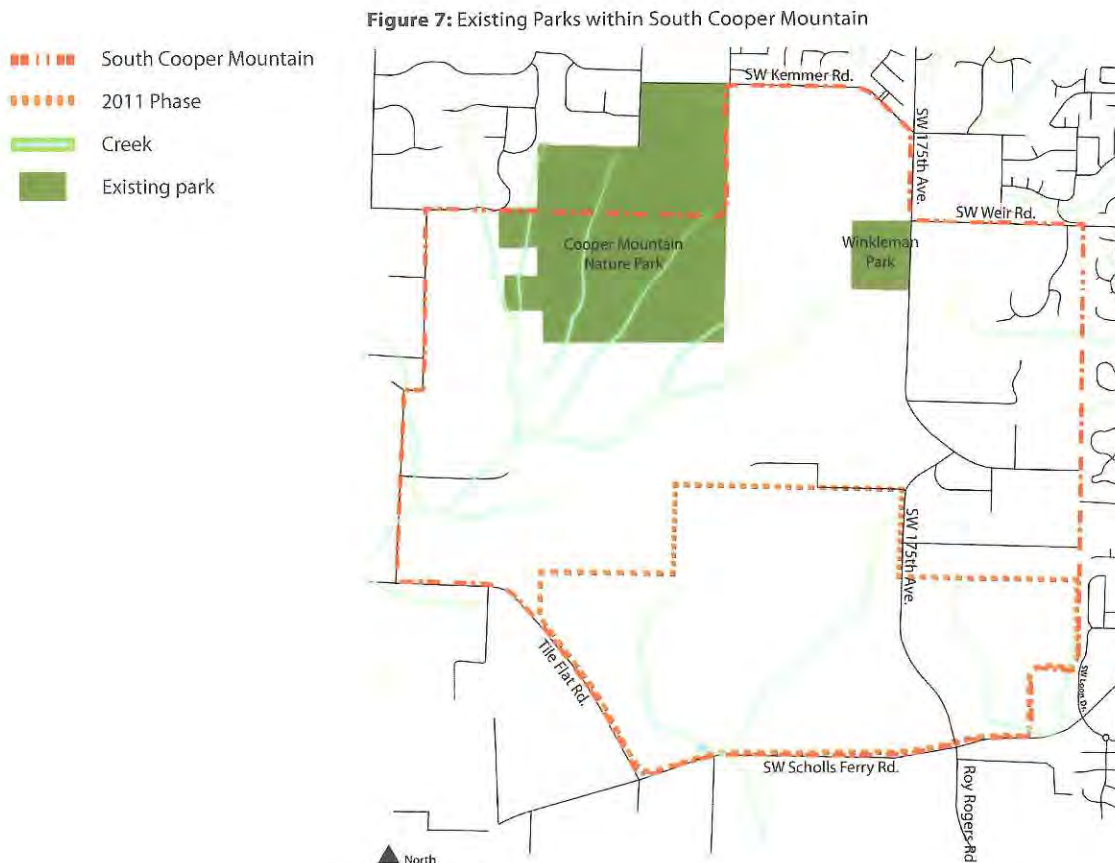
⁵ Washington County Reserves Coordinating Committee Recommendation, September 13, 2009 [excerpted]. By contrast, Tier 1 lands were considered most suitable for rural rather than Urban Reserves, due to their productivity.

⁶ State of the Centers, Metro, 2011.

PROTECTING AND ENHANCING NATURAL RESOURCE INVESTMENTS

South Cooper Mountain includes some important natural resources, which will be a core component of a complete community. The area is home to a portion of the 231-acre Cooper Mountain Nature Park, which is owned by Metro and operated in collaboration with the Tualatin Hills Park and Recreation District (THPRD). This nature park includes three miles of trails, beautiful views and a variety of distinct habitats. Furthermore, it helps to preserve important headwaters for the Lower Tualatin River watershed. The 17-acre Winkelman Park is also located within the area. Additional environmental and natural constraints exist; new development will have to be carefully planned in recognition of these protected areas. (Specific information about constrained lands is discussed on page 18.)

The City of Beaverton and landowners will work closely with Metro, THPRD and other agencies to ensure that the new community in South Cooper Mountain will appropriately protect and enhance sensitive areas while improving access to the region's investments in recreational opportunities.



SOUTH COOPER MOUNTAIN LOCAL AND REGIONAL CONTEXT

SUPPORTING BEAVERTON SCHOOL DISTRICT

The City of Beaverton has few large developable parcels in its current boundaries and none are located in residential areas where school demands are highest. At the same time however, the District has identified an ideal campus size of 40 acres for the new high school, based on student enrollment, sports and activity space needs.⁷ The South Cooper Mountain area serves as an ideal location, and has been identified in the District's planning documents as a likely investment area.

Including a new school site within the South Cooper Mountain concept planning process represents an uncommon opportunity. Such a plan could incorporate family-friendly housing nearby, enable students to walk and bike to school by designing suitable transportation networks, and provide an opportunity to incorporate uses on the school site that enhance the neighborhood. Coordinated planning will identify and build upon the many benefits for neighbors and students.

At this time, the District has identified a target acquisition area at the northwest corner of SW 175th and Scholls Ferry Road. A 10-acre site for an elementary school will also need to be identified. The City, landowners and Beaverton School District are committed to working together during the Concept Planning process to create new educational opportunities to serve the southwest Beaverton communities and address a critical need identified within the District's facilities plan.

In its recently completed facilities plan, the Beaverton School District identified the urgent need for an additional high school and elementary school.

Figure 8: Potential School Site Map



⁷ Beaverton School District Facilities Plan, 2010.

SOUTH COOPER MOUNTAIN LOCAL AND REGIONAL CONTEXT



Credit: Beaverton Valley Times

PGE substation at Scholls Ferry Road and
Roy Rogers under construction

LEVERAGING INFRASTRUCTURE AND PLANNING INVESTMENTS

A new community located in South Cooper Mountain will be positioned to benefit from proximity to existing and planned urban infrastructure, and provide benefit in return, reinforcing the investments that have already been made in the area.

The area is well served by the existing arterial road network, which has recently been improved with an expanded intersection at SW Scholls Ferry Road and Roy Rogers Road. A new PGE electrical substation is nearing completion adjacent to the South Cooper Mountain area, also near the intersection of SW Scholls Ferry Road and Roy Rogers Road. This \$10.3 million facility is intended to ease demand on the Murrayhill facility to the east, and it will provide for the power needs of South Cooper Mountain, West Bull Mountain, and parts of Beaverton and Aloha. In terms of potable water supply, the City of Beaverton owns a 5.5 million gallon water tank on Kemmer Road at the northern edge of the Urban Reserve. The site was prepared to accommodate an additional 5.5 million gallon facility, which will supply water to the new community. To the south and east of South Cooper Mountain just inside the UGB, West Bull Mountain is engaged in a community planning process that includes a range of housing and two neighborhood retail centers. Development at South Cooper Mountain will build upon the planning and infrastructure investment already established for that community and allow for a comprehensive solution to both areas' infrastructure needs.

Figure 9: West Bull Mountain Concept Plan Map

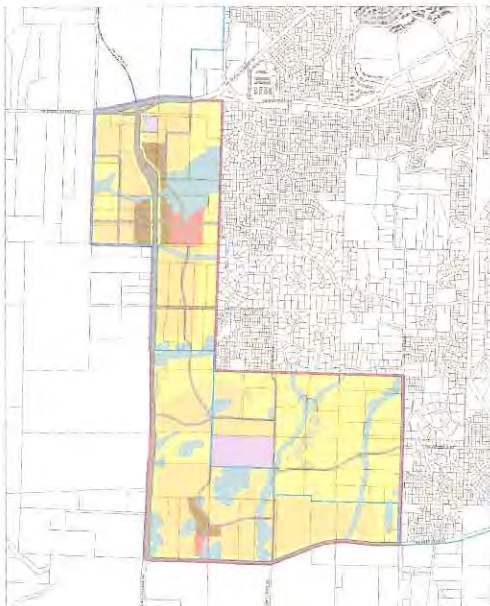
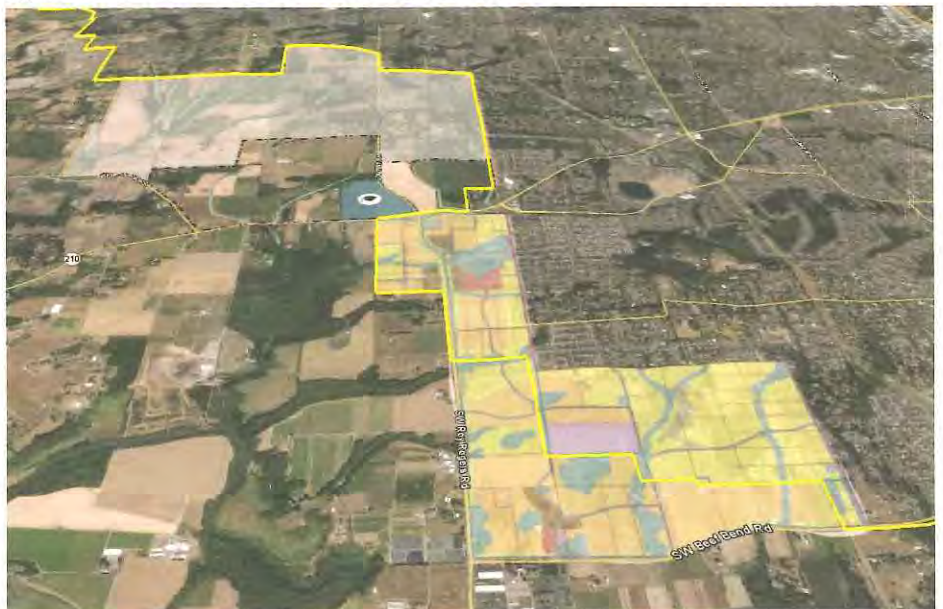


Figure 10: West Bull Mountain and South Cooper Mountain



LOCAL AND REGIONAL SUPPORT FOR SOUTH COOPER MOUNTAIN

Bringing Urban Reserves into the UGB is just the beginning of a long and complex process to create a new and complete community in the region. It is important to ensure that landowners, cities, service districts and principal partners are committed to a Concept Planning process with robust public involvement and results in a plan and implementation program.

The proposed inclusion of South Cooper Mountain in the UGB and subsequent annexation by the City of Beaverton has received support from stakeholders both inside and outside the Urban Reserve area including:

- Beaverton School District
- Clean Water Services
- Gramor Development (owner of Murray Scholls Town Center and Progress Ridge TownSquare)
- City of Tigard (which will serve the adjacent West Bull Mountain Urban Growth Area)
- Tualatin Hills Park and Recreation District
- Tualatin Valley Fire and Rescue

In addition, ten landowners who together represent 448 acres of land in the South Cooper Mountain Urban Reserve area have expressed their consent and support for this effort and their willingness to undergo annexation.

These property owners are located in the 2011 Phase area, and make up approximately 83% of the total 536 acres being sought for inclusion in the UGB. Service provider and landowner letters of support were included with the City of Beaverton's September 1, 2010 letter to Metro.

SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY

PROOF OF CONCEPT

Just as land is limited, so are public planning resources. The proposed addition of South Cooper Mountain to the Urban Growth Boundary and its annexation into the City of Beaverton will require significant time and effort for public engagement, infrastructure planning and investment, and implementation. This section provides an overview of the suitability of South Cooper Mountain as a complete community, based on a scenario planning analysis. It does so by defining a set of characteristics that a complete community should have, and then tests how well South Cooper Mountain can provide the right land, landscape, and connection to existing urban areas.

The region's limited Urban Reserves are intended to provide all the land needed for urbanization for the next 50 years, which means they must perform well as complete communities and support existing urbanized areas. A high-level scenario process was conducted for this prospectus to illustrate the range of possibilities in creating a complete community. This work carries forward the City of Beaverton's analysis of the area during the Reserves process, which found that 98% of the area's developable land would be suitable for residential, not remployment uses.



SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY

SOUTH COOPER MOUNTAIN SCENARIOS

One of the principle challenges in South Cooper Mountain, or any Urban Reserve area at the edge of the Portland Metro region, is achieving multiple goals: maximizing development capacity, preserving and enhancing ecological function, and working in concert with the marketplace - all within the context of our region's values. For the purposes of this prospectus, a set of three potential development programs was developed to illustrate how both the 2011 Phase and the entire South Cooper Mountain area could be designed to meet the City of Beaverton's and the region's housing needs and create a complete community.

These three development programs are sketch level scenarios that match available lands with a variety of housing options. The ultimate plan and design will be determined through a publicly driven Concept Planning process. Regardless of the eventual housing mix and density, it must be stressed that to be a complete and functioning community, South Cooper Mountain must include a well connected street network, some retail and local services within easy walk or bike-ride of most homes, and good access to neighborhood and regional parks and open space. These are common ingredients of any great community. These scenarios are based on the assumption that such a connected network will be developed.

Constrained Land Assumptions

The first task was to identify areas that are unsuitable for development or where special care will need to be taken during the Concept Planning process to integrate the natural and built environments. Each scenario uses the same basic assumptions about land supply and constraints.

Lands not considered in the scenarios for development include existing parklands, open water and wetlands (including 50 foot buffers), land with steep slopes, Washington County's Goal 5 lands inventory, and Metro's Title 13 high value Habitat Conservation Areas (Table 2).⁸ It was also assumed that existing residential development in the South Cooper Mountain area (brought into the UGB in 2002) made up primarily of single-family homes on large lots, remains

8 It should be noted that Washington County's Goal 5 inventory may reflect several duplications of constrained land, particularly in the 2011 Phase area of South Cooper Mountain. It is anticipated that following UGB expansion and annexation that the City of Beaverton and property owners will engage in a process to refine this inventory and update any applicable Comprehensive Plan maps.

SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY

in place.⁹ Finally, the City of Beaverton has evaluated portions of land in the northeast corner of the area which may have unstable soils. Additionally, there are development covenants in the area that limit the densities governments may designate. For the purposes of the scenario, these lands were not considered constrained per se, but were assumed to develop at lower densities on larger lots reflective of the covenant restrictions (roughly 15,000 sf).

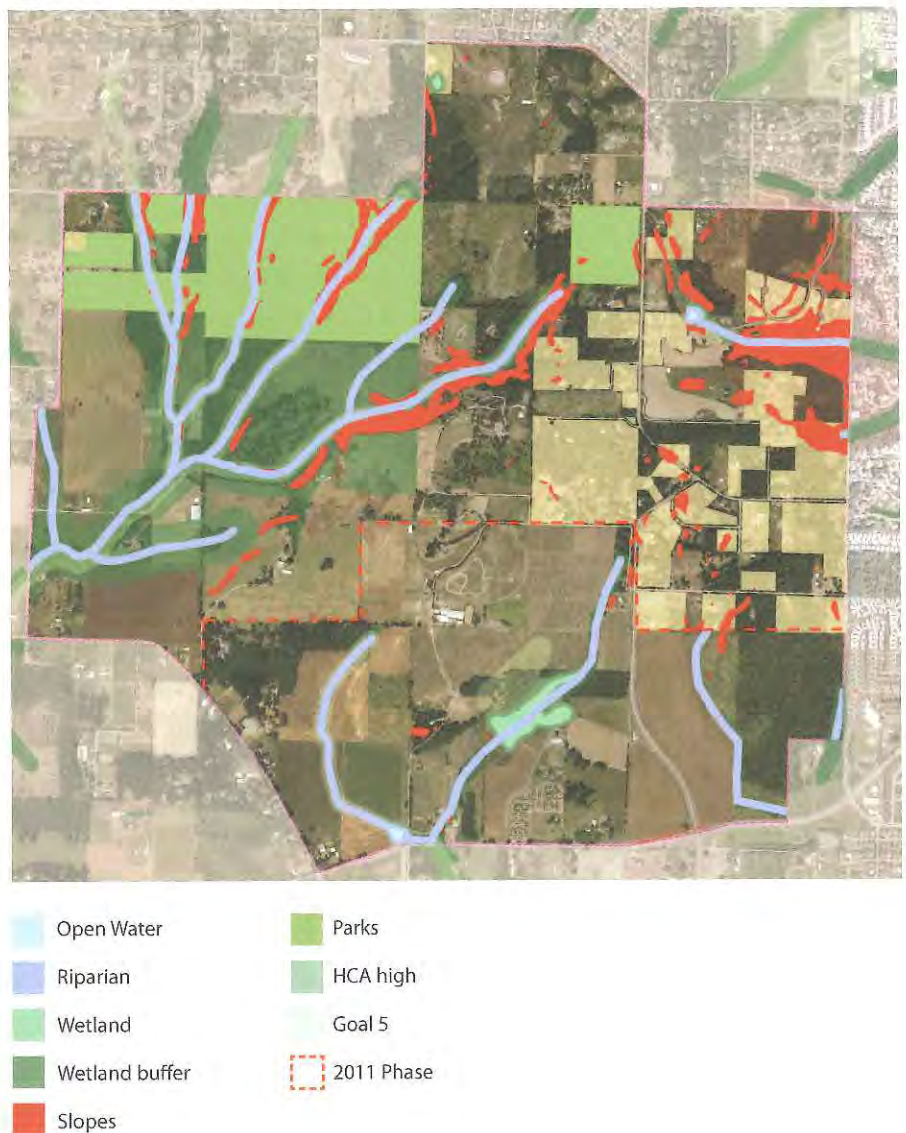
Table 2: Land Constraints

	Acres	
	Full Site	2011 Phase
Constraints*		
Infrastructure, public and existing development		
Existing Roads	43	10
Existing Development (< 5 acres, \$100K building value)	193	-
School Site	40	40
Subtotal	276	50
Natural Constraints		
Open Water	1	1
Riparian Buffer (50 Ft)	96	27
Wetland	6	6
Wetland Buffer (50ft)	6	4
Slopes > 25%	83	2
Parks	136	-
Goal 5 (Washington County)	51	19
Metro Title 13 Conservation Area: High	162	4.5
Subtotal	541	63.5
Constraints Total	817	113.5
Total Land	1,776	536
Gross Developable Land	959	422.5

* All constraints based on Metro data (RLIS May 2010) except Washington County Goal 5 Inventory

** Constraints do not include Title 13 Vegetative Cover delineated in Sept. 2010 COB letter to Metro

Figure 11: Constrained Lands



⁹ While it is possible that some lands with existing development will redevelop or subdivide, for the purposes of this high-level study it was assumed that properties of 5 or fewer acres with buildings valued at \$100,000 or more will remain. This methodology is consistent with Metro's assessment of land supply during the 2002 UGB expansion process.

SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY

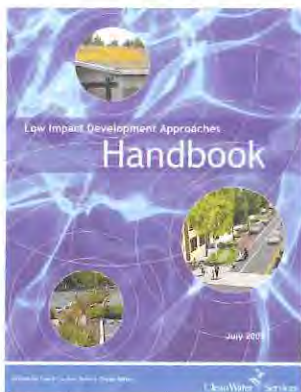
The 2011 Phase area features relatively less constrained land in terms of existing creeks and steep slopes. The 2011 Phase includes several parcels with commercial timber or heavily wooded lands. Some of these properties were identified as Habitat Conservation Areas (HCA) of moderate value. These areas were not classified as constrained for the purposes of the scenario-building process. It should be noted that this is a conservative treatment of the moderate HCA areas. If through the concept planning process it is determined that some moderate lands should be preserved, the net residential density of the area will be affected.

Neighborhood and building design practices can be employed to address habitat and water quality resources. Clean Water Services, in collaboration with Metro has published a Low Impact Development Approaches (LIDA) Handbook that can serve as a guide for how development in South Cooper Mountain eventually takes shape.

The LIDA approach, which is increasingly common in development throughout the region to preserve and protect watersheds and habitat, is intended to incorporate stormwater retention and treatment facilities into neighborhood and building design from the very beginning. Implementation measures such as bioswales and infiltration planters on streets, vegetated filter strips, the use of porous pavement, and other infrastructure elements provide both natural environmental benefits and more attractive and interesting landscapes. Buildings that include green roofs or incorporate rain gardens, swales, and other landscaping features to treat water on-site, also add to the value and attractiveness of neighborhoods.

The City of Beaverton and property owners are committed to incorporating LIDA practices into the Concept Planning and development process. The City of Beaverton has adopted a set of Habitat Friendly Development Practices, which address some of the same issues and provide guidance for community and site design.

Example of LIDA applications in a residential neighborhood, Clean Water Services LIDA Handbook



Credit: Clean Water Services, 2009

- Porous pavement in parking lanes
- Catch basin receives overflows
- Flow-through or infiltration planters at corners
- Street trees for shading and stormwater interception
- LIDA swales, flow-through planters or infiltration planters
- Pedestrian crossing over swale

BUILDING AND NEIGHBORHOOD TYPES

Metro's Making the Greatest Place initiative strives to build vibrant, mixed-use communities. The realization of a vibrant community requires more than just a calculation of the average number of housing units per acre. The design, proximity and connectivity to other destinations, and mixture of uses contribute toward an overall intensity of development that leads to critical mass of people and ultimately a thriving and interesting place. As such, South Cooper Mountain is set in the context of an appealing balance of easy access to natural assets and jobs, services and retail centers. A diverse mix of development types is needed to make South Cooper Mountain fully capable of meeting the Civic Plan's stated housing needs while also implementing Metro's Making the Greatest Place goals. The following describes how the South Cooper Mountain scenarios were comprised of building and neighborhood types.

Building Types

Building types are theoretical buildings modeled in a spreadsheet. They represent buildings such as single-family homes, townhouses, apartment buildings, and neighborhood serving shops. The calculations account for lot size, unit size, density, and other factors of the built environment. Building types are then combined to create neighborhood types, which are used to build a scenario. For example, a single-family neighborhood type can be designed to include mostly single-family homes on 5,000 square foot lots, with a small portion of townhomes or smaller lot buildings.

SOUTH COOPER MOUNTAIN BUILDING TYPES

Thirteen building types were developed for the South Cooper Mountain scenario exercise.

Standard Residential

Single-family
2 Stories
Lot/ Unit: 5,000/ 2,500 square feet

Compact Single-family

Single-family
2 Stories
Lot/ Unit: 3,500/ 2,200 square feet

Clustered Housing

Single-Family attached (5 units)
3 Stories
Lot/Unit: 10,000/ 1,800 square feet

Townhome

5 Units
3 Stories
Lot/ Unit: 10,000/ 2,200 square feet

Executive Housing

Single-family
2 Stories
Lot/ Unit: 15,000/ 3,000 square feet

Large Lot Residential

Single-family
2 Stories
Lot/ Unit: 10,000/ 3,000 square feet

Apartment – 3 story

Multi-Family (13 units)
3 Stories
Lot/ Unit: 10,000/ 700 square feet

Apartment – 4 story

Multi-Family (23 units)
4 Stories
Lot/ Unit: 20,000/ 700 square feet

Mixed-use Residential – 2 story

Multi-Family (8 Units)
2 Stories
Lot/ Unit: 10,000/ 850 square feet

Mixed-use Residential – 3 story

Multi-Family (10 Units)
3 Stories
Lot/ Unit: 10,000/ 850 square feet

Mixed-use Residential – 4 story

Multi-Family (14 Units)
4 Stories
Lot/ Unit: 10,000/ 650 square feet

Main Street Retail

Retail
1 Story
Lot/ Unit: 5,000 square feet/ N/A

Neighborhood Shopping

Retail
1 Story
Lot/ Unit: 43,560 square feet/ N/A

SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY

Neighborhood Types

Neighborhood types are collections of building types that form a particular kind of community, like a single-family neighborhood or a main street. The South Cooper Mountain neighborhood types are in two categories, residential and neighborhood shopping and services.

Residential neighborhoods describe a variety of housing types and neighborhood feel. They range from large-lot or executive style single-family housing to mixed-use residential. They can be separated into four types of neighborhoods; large lot single-family, standard residential, urban neighborhoods and mixed use neighborhoods.

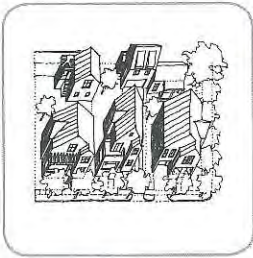
Neighborhood types also assume that a certain amount of land, approximately 25-29% is set aside for future streets, parks, and civic spaces (e.g. utilities). In particular, park and open spaces should be designed to complement the surrounding neighborhood and landscape. Neighborhood types with larger lots will likely be used along the edge of sensitive habitat or watershed areas; this provides opportunities to include paths, trails and native landscapes. Compact residential and more urban neighborhood types should include small parks for residents, their children and family pets.

Table 3: Neighborhood Type Densities and Housing Product Composition

				Product Mix		
Neighborhood Type	Units/Acre (Gross)	Units/Acre (Net)	Jobs/Acre	Single-family	Townhome	Multi-family
Residential Neighborhood Types						
Executive Housing	2.0	2.8		100%	0%	0%
Low Density Residential	3.2	4.3		100%	0%	0%
Standard Residential	8.1	11.2		100%	0%	0%
Compact Residential	10.4	14.6		74%	16%	9%
Urban Neighborhood	15.9	22.4		27%	46%	27%
High-Density Urban Neighborhood	31.3	44.7		0%	12%	88%
Neighborhood Shopping and Services Types						
Main Street	20.2	28.8	14.1	0%	0%	60%
Neighborhood Retail			20.4	0%	0%	0%

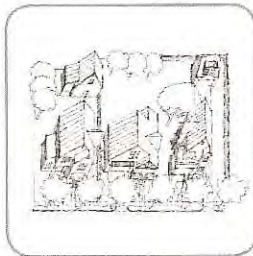
SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY

Residential Neighborhood Types



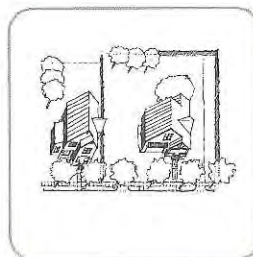
Compact Residential

Compact Residential is comprised primarily of single-family and compact single-family, with smaller portions of cluster housing, townhomes and garden apartments. Houses in these neighborhoods are close enough to the street to encourage interaction among neighbors. There are small neighborhood serving parks interspersed throughout, connections to trails and community gardens. Street connectivity is high, so there are many alternative routes for automobiles, pedestrians and bikers.



Standard Residential

Standard residential neighborhoods are comprised of a mix of single-family homes and compact or small lot, single-family homes. Parks and open space in standard residential neighborhoods can be small pocket parks and playgrounds or larger regional parks that serve a wider area. Street connectivity in these neighborhoods is high, so there are many alternative routes for automobiles, pedestrians and bikers.

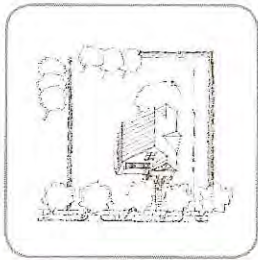


Low Density Residential*

Large lot single-family homes share similar characteristics as executive housing; the primary difference is smaller lot size. These neighborhoods are also likely to be found in the areas with more topographical constraints, where higher density development is less feasible. The type of parks and open space found can range from neighborhood pocket parks to regional parks and natural areas. These neighborhoods have good street connectivity with easy access to nearby destinations.

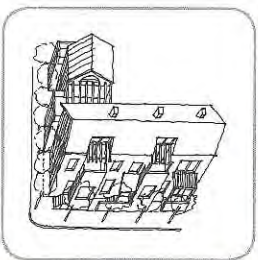


SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY



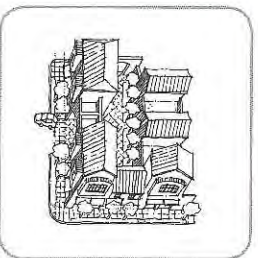
Executive Housing*

Executive style single-family homes describe the largest lot homes in South Cooper Mountain. These neighborhoods are likely to be found in the areas with more topographical constraints, where higher density development is less feasible. Of all the neighborhood types, this will likely be found the furthest from main streets, mixed use development or the highest density housing. The type of parks and open space found can range from neighborhood pocket parks to regional parks and natural areas. These neighborhoods are the most suitable to be located adjacent to natural areas and planning for that interface will be critical. These neighborhoods have good street connectivity with easy access to nearby destinations.



Urban Neighborhood

Urban neighborhoods have a small percentage of compact single-family and cluster housing with the majority being townhomes and garden apartments. Urban neighborhoods are predominately residential in nature, but are distinguished from other residential areas by the wide variety of housing options they offer. The size of parks in an urban neighborhood may be smaller and more developed than the larger regional parks or natural areas found in low-density residential neighborhoods. Urban neighborhoods have high street connectivity, providing walkable access to shopping, schools and other community services.



High Density Urban Neighborhood

High density urban neighborhoods are entirely comprised of townhomes and multi-family housing choices. The multi-family types include garden apartments and three and four story apartments. While these neighborhoods are the densest in South Cooper Mountain they still boast ample green space. Parks and open space will take the form of squares, plazas, pocket parks, and community gardens. High density urban neighborhoods have very high street connectivity, providing walkable access to shopping, schools and other community services.



Neighborhood Shopping and Services Types

Main Street



The main street neighborhood type is modeled after the American tradition of “Main Street” as a place for living, working and shopping. These are active areas with buildings usually set adjacent to deep sidewalks with on-street and shared parking. Large storefront windows will enliven the sidewalk and a portion of the housing can take the form of apartments above ground-floor businesses. Buildings include garden apartments, three and four story apartments, 2-4 story mixed use and one story retail and small offices. Parks in this development type can take the form of both central lawns and hardscaped plazas.

Neighborhood Retail



Neighborhood retail shares some of the feel of the main streets, but does not include housing. Businesses include small scale shopping and neighborhood services. Neighborhood retail is easily accessible from anywhere in South Cooper Mountain and likely provides a focal point of activity for the community. Streets are highly connected and attractive to several modes including automobiles, walk and bike. Parks in this development type can take the form of both green space and hardscaped plazas.

Both main street and neighborhood retail uses will be oriented toward serving the day-to-day needs of residents, but are not intended to compete with the Murray Scholls Town Center. Both are highly connected with extensive streetscaping, wide sidewalks, on-street parking, and should be served by a major collector street.

** Low Density Residential and Executive Housing types were used primarily for areas where soil conditions or environmental constraints required lower densities. The principal single-family types in South Cooper Mountain will be assumed to be standard and compact types.*

SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY

HOW THE SCENARIOS PERFORM

The scenarios were primarily designed to focus on residential neighborhood make-up, design, and density. One of the key reasons for considering South Cooper Mountain as a UGB expansion area is the City of Beaverton's need for additional land to provide for a balanced housing supply. The city is facing a large gap in its ability to address an identified future need, particularly for single-family housing units, for which they have identified 3,000 units that cannot be built on existing land supplies in the city.

The following three scenarios illustrate how the neighborhood types could be applied to the South Cooper Mountain area. The intent of building several scenarios for South Cooper Mountain was to explore multiple alternatives for achieving the goal of creating a complete community. Scenario results were computed for both the 2011 Phase and for the entire Urban Reserve. This is in anticipation of a Concept Planning process that will encompass the full Urban Reserve, even though the City of Beaverton is seeking a portion of the area at present. The technical nature of infrastructure analysis required that one representative scenario be employed for modeling. Accordingly, the outputs of Scenario B, the middle intensity scenario, were used to estimate transportation, water, and sewer needs (discussed in the Infrastructure Assessment section).



SCENARIO RESULTS

The 2011 Phase of South Cooper Mountain represents a crucial opportunity to close the City of Beaverton's identified housing land supply gap between now and 2035. Tables 4 and 5 report the basic household and population figures for each of the three scenarios. The entire South Cooper Mountain area will be able to provide for the entire Civic Plan housing need gap (5,083 units), whereas the 2011 Phase will be able to provide between 80% and 125% of the gap, depending on density assumptions.

Because the 2011 Phase portion of the whole Urban Reserve area is made up of land suitable for more compact development, it has a somewhat higher density than the entire Urban Reserve. It should also be noted that the remaining land in Urban Reserve 6B can also be used for Beaverton's future housing needs beyond the 2035 forecast year, as is consistent with the 50-year Reserves planning timeline.

Table 4: Scenario Indicators South Cooper Mountain (1,776 Acres)

	Scenario A	Scenario B	Scenario C
Population added*	21,590	25,392	29,620
Dwelling units added	8,996	10,580	12,342
% of Civic Plan housing gap through 2035	177%	208%	243%
Dwelling units per net residential acre	12.8	15.1	17.7

Table 5: Scenario Indicators 2011 Phase (536 Acres)

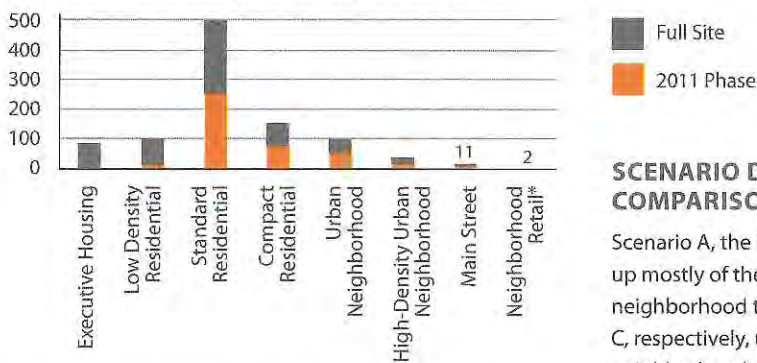
	Scenario A	Scenario B	Scenario C
Population added	9,734	13,420	15,208
Dwelling units added	4,056	5,592	6,337
% of Civic Plan housing gap through 2035	80%	110%	125%
Dwelling units per net residential acre	14.0	19.3	22.0

* Population is derived from housing units, upon which the scenarios are built. A factor of 2.4 persons per housing unit was used to estimate population.

SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY

Each scenario used the same amount of developable land: 981 acres for the entire South Cooper Mountain area and 407 acres for the 2011 Phase.¹⁰ The following figures show the acres of neighborhood type applied by scenario, which produced the density and unit mix. Each chart shows how neighborhood types were split between the 2011 Phase and the full South Cooper Mountain Urban Reserve area. Executive Housing was assumed to be applied only in areas where soil stability issues may make the land unsuitable for higher density housing, which is located outside of the 2011 Phase.

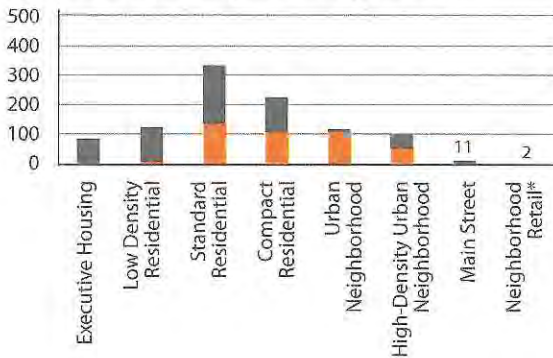
Figure 12: Scenario A Neighborhood Type Acreage



SCENARIO DENSITY COMPARISON

Scenario A, the least dense, is made up mostly of the Standard Residential neighborhood type. Scenarios B and C, respectively, use more intense neighborhood types, thus achieving greater densities.

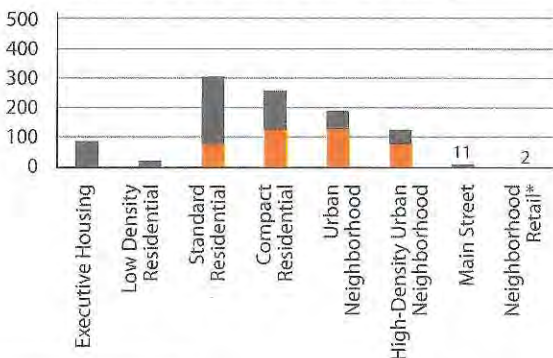
Figure 13: Scenario B Neighborhood Type Acreage



*RETAIL SERVICES

Each scenario was assumed to include a small amount of retail. Each scenario averaged two acres of Neighborhood Retail and eleven acres of Main Street.

Figure 14: Scenario C Neighborhood Type Acreage

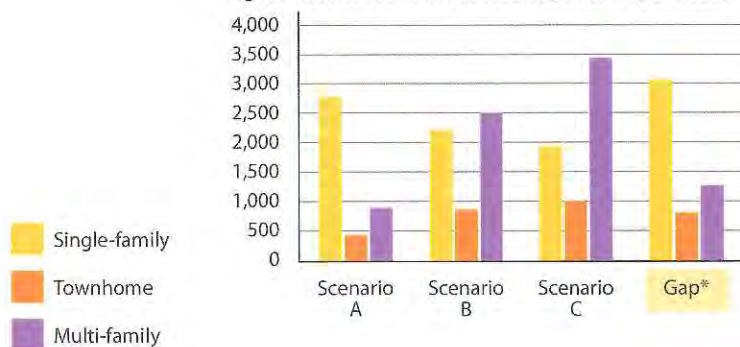


¹⁰ There is a small difference between the scenario acres applied and the calculated supply of developable land. This is usually because boundaries are hand-digitized and scenario neighborhood types are applied to parcels, which might have some overlap with or outside of digitized boundaries. In the case of the full area, there was a 2% difference, in the case of the 2011 phase a -4% difference in acreage.

2011 PHASE HOUSING MATCH

Because each neighborhood type has at its core the set of building types, it is also possible to estimate the breakdown of unit types for each scenario. The largest proportion of housing units in Scenario A consist of single-family (5,000 square foot lots) and compact single-family (3,500 square foot lots), with about a third of units made up of townhomes (10%) and multi-family units. Scenario B provides a smaller proportion of single-family types and a broader mix and Scenario C relies heavily on multi-family units.

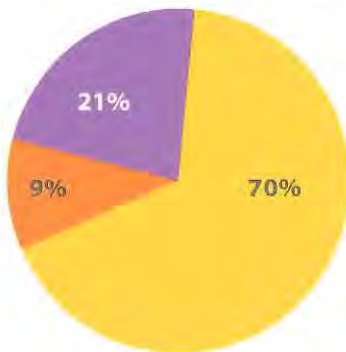
Figure 15: 2011 Phase Area Housing Match by Scenario



Scenario A produces the closest match, providing 90% of the single-family homes needed, whereas Scenarios B and C lean more heavily toward townhome and multi-family housing types.

** The gap represents the difference between the housing need identified in the Civic Plan and current capacity.*

Figure 16: Scenario A Housing Mix Total and Breakdown of Building Types



SINGLE-FAMILY

Large Lot Single-Family	1%
Single-Family	42%
Compact Single-Family	22%
Clustered Housing	5%

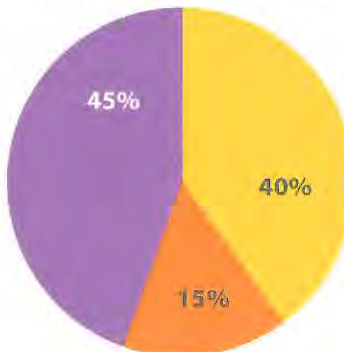
TOWNHOME

Townhome	9%
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MULTI-FAMILY

Garden Apartment	13%
Apartment 3 Story	5%
Apartment 4 Story	3%

Figure 17: Scenario B Housing Mix Total and Breakdown of Building Types



SINGLE-FAMILY

Large Lot Single-Family	0%
Single-Family	19%
Compact Single-Family	14%
Clustered Housing	7%

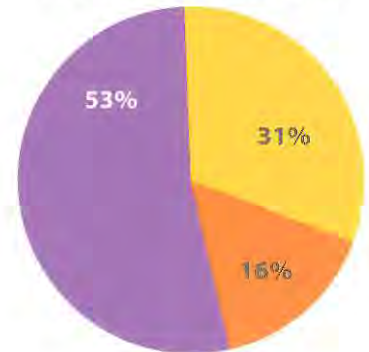
TOWNHOME

Townhome	15%
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MULTI-FAMILY

Garden Apartment	20%
Apartment 3 Story	15%
Apartment 4 Story	10%

Figure 18: Scenario C Housing Mix Total and Breakdown of Building Types



SINGLE-FAMILY

Large Lot Single-Family	0%
Single-Family	12%
Compact Single-Family	12%
Clustered Housing	7%

TOWNHOME

Townhome	16%
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MULTI-FAMILY

Garden Apartment	21%
Apartment 3 Story	19%
Apartment 4 Story	13%

SOUTH COOPER MOUNTAIN COMPLETE COMMUNITY

PARKS, NATURAL AREAS AND TRAILS

South Cooper Mountain is an Urban Reserve area, but it includes open spaces which should be integrated with the future community. The Tualatin Hills Park and Recreation District comprehensive plan recommends a standard of 1 acre of park for every 1,000 residents.¹¹ Virtually every portion of the entire area is within a mile or less of the Cooper Mountain Nature Park, and new residents will have easy access to parkland. In addition, the scenario neighborhood types were designed to set aside an addition of approximately 2% of the land area for park space.

Each scenario used the same quantity of land. Based on the 2% factor, 24 acres of park land are assumed for the South Cooper Mountain area, with about nine acres located in the 2011 Phase. The parks per 1,000 new residents performance by scenario depends on the population, but is close to THPRD's standard, except in Scenario C.

Existing parks are not included in the scenario calculations, therefore actual park acres per 1,000 residents will be higher (see Existing Parks Map, page 11). In addition, 163 acres of land classified as high value Habitat Conservation Area under Metro Title 13 was not included in the buildable land supply for these scenarios. The use of these lands will be discovered during the public planning process.

Finally, opportunities to connect the new community with trails and paths will be identified in the concept planning process. Care will be taken to ensure that open spaces, even when bordered by residential areas, will be well-connected to all neighborhoods.

Table 6: Park Acreage per 1,000 New Residents (not including existing parks and open space)

	Scenario A	Scenario B	Scenario C
2011 Phase	0.9	0.7	0.6
Full Site	1.1	0.9	0.8



¹¹ Tualatin Hills Park and Recreation District Comprehensive Plan, 2006, pg. 22.

LOCAL SERVING RETAIL

In keeping with the need to provide some nearby retail services to residents (but not create a competing center for Murray Scholls) neighborhood and main street retail uses were limited to about 13 acres of land, representing approximately 1% of the land area used in each scenario. The total square footage of retail for each scenario was approximately 166,000 square feet of space (gross), with most in the form of small format Main Street mixed-use buildings.

SCENARIO LESSONS LEARNED

This exercise has clearly demonstrated that South Cooper Mountain and the 2011 Phase area have sufficient lands to provide needed housing for the City of Beaverton, Washington County and the region. The major trade-off appears to be between density and housing type match, based on forecasted need and preferences.

A development program that assumes a higher proportion of multi-family units may perform well in terms of achieving land conserving densities. However, higher density neighborhoods also need many amenities within walking distance and proximity to high frequency transit, in order for residents and employees to reduce their need to make trips by auto. Beaverton's Civic Plan is largely oriented around developing more housing in Beaverton's Central City, where these factors all come together. But the need for single-family homes is more appropriately addressed in South Cooper Mountain.

The demand for single-family homes is expected to continue in the future, though what we typically think of as a single-family home may be changing. The building types developed for this exercise include a wide variety of single-family product types, from the traditional home on a 5,000 square foot lot to smaller units on 3,500 square foot lots and clustered housing developments with common yards and open spaces. Careful attention to design can ensure that a smaller home on a smaller lot still provides space, outdoor gardening and sitting areas, and a sense of privacy. When built in the context of a well-connected transportation network with multiple routes, slow and low traffic streets that are easy to walk or bike on, these single-family neighborhoods will be desirable and enduring communities.

The following section outlines the results of an assessment of infrastructure needs and opportunities.

INFRASTRUCTURE ASSESSMENT

There are three major categories of infrastructure investments, transportation, potable water, and sewer (measures to address stormwater will be included in the design of buildings, streets, and public spaces). For the purposes of this prospectus, the needs and costs for major systemic improvements were estimated for the 2011 Phase, based on Scenario B population and household figures.

TRANSPORTATION INFRASTRUCTURE

Lancaster Engineering has conducted a transportation assessment for the South Cooper Mountain area to examine the transportation needs associated with urban development in the area. The entire 1,776-acre plan area is considered, but with a more detailed analysis of potential impacts associated with the 2011 Phase. The street system and impacts to existing and planned infrastructure are examined for the 2011 Phase, while anticipating increased demands of the remainder of the plan area in the future.¹²

Scenario B and Trip Generation Estimates

Using Scenario B as a basis, it was determined that the 2011 Phase can accommodate a total of approximately 5,600 households of various residential housing types. In addition to housing and some local-serving retail, the 2011 Phase also provides a site of approximately 40 acres for potential construction of a new high school within the Beaverton School District. This site is currently planned at the northwest corner of the intersection of SW Scholls Ferry Road and SW 175th Avenue.

Travel forecasts were developed by dividing the entire South Cooper Mountain plan area into smaller Transportation Analysis Zones (TAZs) and further into households and employment. These figures were then used to estimate trip generation from the plan area in a manner consistent with the regional travel demand model. Trip characteristics for the high school site were examined separately, making use of trip rates in the manual Trip Generation, published by the Institute of Transportation Engineers (ITE).¹³

¹² This analysis makes use of the significant amount of recent transportation planning and traffic engineering completed for the West Bull Mountain Concept Plan area as well as the Transportation Element of the City of Beaverton's Comprehensive Plan. The Washington County TSP was also considered.

¹³ This approach was used for the school since school traffic generally peaks in the morning and the afternoon. Trip characteristics for the evening peak hour, which is the subject of this analysis, are more accurately considered using ITE trip rates.

In total, the 2011 Phase is expected to generate approximately 3,600 trip ends during the evening peak hour under Scenario B. A breakdown of trips by TAZ and additional details on the land use and trip generation analysis is contained in the Transportation Assessment appendix.

Trip Distribution and Street Connectivity

Establishing strong connectivity to the existing and planned transportation system to the east of the plan area is critical to a successful system in the long term.¹⁴ These connections will disperse traffic impacts, reduce trip lengths, and avoid additional impacts to congested corridors such as SW Scholls Ferry Road. The following street connections were considered:

- The travel demand model shows approximately 50 percent of trips to and from the east on facilities north of SW Scholls Ferry Road.
- The majority of these trips will be via planned connections such as Weir Road (Collector) and Beard Road (three-lane Arterial). These connections and functional classifications are shown in the City of Beaverton Transportation Element of the Comprehensive Plan.
- Local street connections are planned via SW Snowy Owl Lane and via SW Black Bird Drive. These will provide local connectivity, but will not serve the larger plan area due to limited carrying capacity as local residential streets.
- The City's Transportation Element also identifies a new Neighborhood Route connecting the plan area to SW Scholls Ferry Road via a new intersection that will replace existing SW 155th Terrace.
- A new street connection was identified to SW Loon Drive near the southeast corner of the plan 2011 Phase plan area. This connection will require widening and street improvements to SW Loon Lane between the new street connection and SW Scholls Ferry Road as well as a change in functional classification to Neighborhood Route for that street segment.

¹⁴ The distribution of trips throughout South Cooper Mountain and the surrounding transportation system was examined using information from Washington County's regional travel demand model. There are two larger TAZs in the demand model that include the South Cooper Mountain planning area. These two zones were examined in detail to determine regional destinations as well as expected travel routes to and from the area.

Internal Street System

External connectivity points and topography within the larger South Cooper Mountain planning area were key considerations in developing a conceptual street network for the plan area and they strongly influence street alignments.

In general, it was found that a Collector-level roadway will be necessary connecting Tile Flat Road on the west with SW 175th Avenue. The street travels near the northern edge of the 2011 Phase area where higher densities are anticipated, then along the northern border of the high school site, providing essential access to the school. In addition, a north/south Collector-level facility is necessary connecting SW Kemmer Road to the north with either SW Scholls Ferry Road or SW Tile Flat Road to the south. As discussed previously, this north/south facility will provide an important parallel route to SW 175th Avenue. Upon future development of the entire plan area, it is likely that SW 175th Avenue will require a five-lane cross section if this parallel north/south Collector is not built. Other streets will be classified as Neighborhood Routes, providing access and connectivity within the plan area.

The network derived in the Transportation Assessment is intended to serve as a starting point for transportation analysis, the Concept Planning process will address circulation in more detail.

Figure 19: Transportation Key Improvements Map



Key Improvements

The following necessary improvements are currently identified in the Washington County TSP and/or the Transportation Element of the City of Beaverton's Comprehensive Plan:

1. Widen SW Scholls Ferry Road to a five-lane arterial east to SW Roy Rogers Road (SW 175th Avenue).
2. Widen SW Roy Rogers Road to five-lane arterial from SW Scholls Ferry Road to SW Beef Bend Road.

The following necessary improvements are identified in the West Bull Mountain Concept Plan:

3. SW Kemmer Road at SW 175th Avenue: Install traffic signal or roundabout, add westbound right-turn lane.
4. SW Scholls Ferry Road at SW Tile Flat Road: Install traffic signal or roundabout, add westbound right-turn lane.
5. SW Scholls Ferry Road at SW Roy Rogers Road: Add additional southbound through lane, northbound left-turn lane, and eastbound through lane.
6. SW Scholls Ferry Road at SW Barrows Road/SW Loon Drive: Assumes five-lane section on SW Scholls Ferry Road.

With development of South Cooper Mountain, the following additional improvements are identified:

7. The sharp horizontal and vertical curvature of SW 175th Avenue will need to be realigned. By 2030, traffic volumes on this segment of road will be such that the existing alignment will create a bottleneck, restricting the carrying capacity of the street. Realignment alternatives should be examined in a more detailed engineering study as the plan area moves through more detailed planning and engineering processes.
8. A Collector-level north/south street connection will be necessary connecting the 2011 Phase area north to SW Kemmer Road. This Collector will facilitate important east/west street connections to Weir Road and Beard Road as well as serve as a parallel route to SW 175th Avenue. Without this north/south Collector, SW 175th Avenue will likely need to be five lanes in width with development of the entire South Cooper Mountain plan area.
9. Widen SW Scholls Ferry Road to a five-lane arterial west to Tile Flat Road.

Transportation Cost Estimates

Preliminary cost estimates were prepared for the internal collector-level streets within the 2011 Phase area as well as off-site improvements that this analysis anticipates would be needed with the urban development of the 2011 Phase. Improvements mentioned above that have been previously identified in other planning documents such as the West Bull Mountain Concept Plan are not included in the cost estimates here.

- Costs for three-lane collector-level urban streets within the plan area will range from \$20 to \$25 million, including right-of-way acquisition and bridges.
- Off-site roadway costs will range from \$20 to \$30 million, which includes the realignment of the horizontal and vertical curves in SW 175th Avenue. Further investigation is needed to refine a cost estimate for this improvement.

These estimates should be considered rough approximations, based on preliminary analysis. This does not constitute a financing plan for the area, and more detailed analysis will take place during the Concept Planning process. Due to the proximity of the West Bull Mountain Concept Plan area, there exists an excellent opportunity to plan the South Cooper Mountain and West Bull Mountain areas cooperatively. As discussed above, the two areas rely on common transportation infrastructure that can be planned, designed, and constructed to serve both areas.

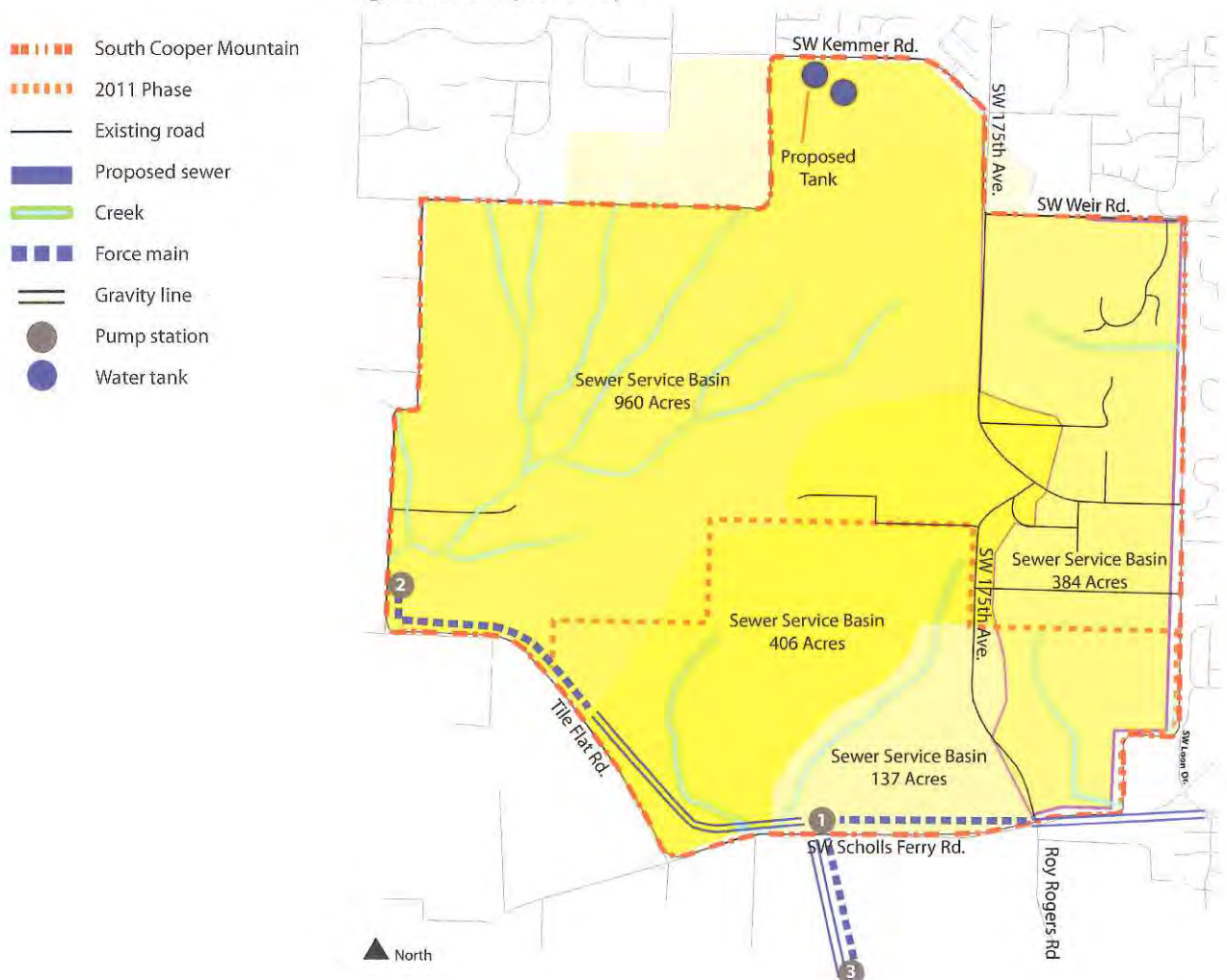
SANITARY SEWER INFRASTRUCTURE

Four main service basins exist within South Cooper Mountain ranging in size from 137 acres to 960 acres (northwest portion) as shown on Figure 20.

Within the 2011 Phase, a 384 acre service area located east of 175th Avenue will be served by connecting to existing gravity collection lines within the jurisdiction of the City of Beaverton. It is anticipated that all collection line extensions within this basin will be via a gravity line. Based on a preliminary review, the existing collections systems should have the capacity to serve this specific service area.

The remaining three basins drain south to southwest, falling within the Clean Water Services (CWS) service area. After review of several service options, it was determined that a combination of a gravity and force main collection systems will be the best service system. Figure 20 shows the major wastewater

Figure 20: Sanitary Sewer Map



improvements required to serve the 2011 Phase. Gravity collection systems will be installed as development occurs and will drain to Pump Station 1 (along Scholls Ferry Road) and Pump Station 2 (Corner of Grabhorn and Tile Flat Road). Pump Station 2 will lift flows from the 960 acre NW service area to a gravity system along Tile Flat and Scholls Ferry Road eventually draining into Pump Station 1.

Pump Station 1 will be an interim pump station that will be replaced by Pump Station 3 located to the south of Scholls Ferry Road. Pump Station 3 will serve both the South Cooper Mountain area as well as a portion of the West Bull Mountain Concept Plan Area¹⁵. Pump Station 3 is estimated to receive approximately 5 MGD (million gallons per day) from the West Bull Mountain Concept Plan (Alternative A – highest volume) at build-out. Based on preliminary estimated calculations by City of Beaverton Engineering Department Pump Station 3 will receive an additional six MGD, at build-out, from the entire South Cooper Mountain Area totaling 11 MGD from both areas (based on Scenario B). Force mains along Scholls Ferry Road will be sized to accommodate the future capacity requirements of Pump Station 3. It may be possible to forego the temporary pump station if West Bull Mountain development precedes enough to require Pump Station 3 prior to development of the 2011 Phase.

All sewer flows from South Cooper Mountain will be directed to the existing gravity collection system located in Scholls Ferry Road, which is currently an 8" collection line. As identified on Clean Water Services' most current Sanitary Sewer Master Plan (2009), a capital improvement project has identified a required upgrade of this existing line along Scholls Ferry Road and Barrows Road in order to serve the additional flows from South Cooper Mountain and West Bull Mountain. The existing 8" line will be upsized to a 27" line between Roy Rogers Road and 154th Avenue (4,500').

15 Washington County R&O 10-105 adopted November, 2010

WATER SYSTEM INFRASTRUCTURE

A 5.5 MGD Water Tank sits at the north end of South Cooper Mountain. The site was prepared with room for an additional 5.5 MGD tank by the City of Beaverton. Existing City of Beaverton water mains ranging in size from 12" to 16" are located in the area of Scholls Ferry Road at the southeast corner of the South Cooper Mountain area. These lines have the ability to convey up to 4 MGD during summer peak demand off of the 550' pressure zone which encompasses the majority of the 2011 Phase (536 acres).

Peak Day Demand (PDD) (based on Scenario B) for the South Cooper Mountain areas are as follows:

2011 Phase (536 acres): 2.8 MGD

Entire South Cooper Mountain Area (1,776 acres): 5.3 MGD

As shown above, the existing and proposed City of Beaverton water system improvements will provide ample potable water service for the future demands of South Cooper Mountain. In addition potentially half of the 2011 Phase can be served by the existing distribution lines located in Scholls Ferry Road at the southeast corner of the site.

Preliminary Sanitary Sewer Costs (Major Facilities)

In general, the estimated major facilities costs for sanitary sewer are in the range of \$13 million to \$15 million. This range of costs includes all required infrastructure sizing to accommodate the extension of services to the remaining South Cooper Mountain area. There is an opportunity for a substantial reduction in cost if the permanent pump station (#3) is installed in lieu of the interim pump station (#1). This could be likely if development in West Bull Mountain proceeds ahead of the 2011 Phase.

Water Infrastructure Costs (Major Facilities)

In general, the estimated major facilities costs for potable water are in the range of \$8 million to \$10 million. This range of costs includes all required infrastructure sizing to accommodate the extension of services to the remaining South Cooper Mountain area. These figures are preliminary and conservative; half of the 2011 Phase could be served by existing lines, thus reducing overall up-front costs.

Based on the estimated number of dwelling units this range of costs for sewer and water would appear to be covered within a reasonable per dwelling unit system development charge.

STORMWATER MANAGEMENT

Stormwater infrastructure is needed to protect the existing natural resources, including wetland and riparian areas that are part of South Cooper Mountain. Stormwater Management for the South Cooper Mountain area will be planned and developed in a similar fashion to the North Bethany Subarea brought into the Urban Growth Boundary in 2002 and recently adopted into ordinance. Treatment of stormwater runoff may include three scales of infrastructure.

Site Treatment: Best Management Practices (BMPs) will be applied at the site level to reduce pollutant transport incorporating recently adopted Low Impact Development Approaches (LIDA) such as rain gardens, green roofs, thermal shading vegetation on buildings and site, on-site porous paving, native plantings instead of lawns, etc. LIDA's will be sized and designed per CWS Design and Construction Standards and create, in essence, a zero effective impervious area at discharge.

Street: The street systems will be the main conveyance systems collecting runoff from treated site stormwater and conveying all flows (quality and quantity) to a downstream destination. Street networks will incorporate similar BMP's consistent with CWS LIDA standards. Appropriate area within the street rights-of-way will be required to incorporate these standards to allow for street side planter boxes, curb extensions, and vegetated swales treating the impervious parts of the street section.

Regional: Regional stormwater facilities were utilized in the North Bethany Subarea to provide downstream treatment of areas that are not required to use a site LIDA and manage runoff from larger storms that overwhelm LIDAs used on the sites and in the streets. They can also be incorporated to provide stormwater detention but in all cases they will only provide backup water quality treatment of the site and street LIDA's as they will be the last line of defense before stormwater is discharged to a natural drainage system.

A complete Drainage Master Plan, incorporating the strategies mentioned above, will be developed through the publicly driven Concept Planning process for the area.

INFRASTRUCTURE AND CIVIC FACILITIES FUNDING

The infrastructure investments outlined above will serve as the backbone for a complete community in South Cooper Mountain. Systemic improvements for transportation include collector-level streets, any major crossings or bridges, and off-site improvements, such as intersection and major road improvements, and other needs identified by local long-term planning efforts. It is anticipated that these investments will be funded through a combination of individual joint city capital improvement allocations, public-private partnerships, or other arrangements. Neighborhood-level streets, such as those serving individual developments will likely be financed by development as it occurs, subject to the planning and design standards established in the Concept Plan.

Systemic improvements for potable water would include expansion of the City of Beaverton's storage capacity, most likely through the addition of a second storage tank to the facility on SW Kemmer Road.

As noted above, depending on the phasing of development in the 2011 Phase, new development could be served by existing lines near Scholls Ferry Road, but additional storage capacity will be needed to serve all of South Cooper Mountain. It is anticipated that a new storage facility and trunk lines will be financed through public capital improvement allocations and/or public-private partnerships. Local distribution and service lines to serve new homes will be financed by development as it occurs.

Finally, systemic sanitary sewer improvements will include pump stations to serve the area and new or expanded sewer mains to link South Cooper Mountain with existing Clean Water Services facilities. Several of these improvements are included in the City of Beaverton's Sanitary Sewer Master Plan, and will be subject to a public improvement allocation process in coordination with Clean Water Services. As noted, there is an opportunity for the City of Beaverton, Clean Water Services, and the City of Tigard to collaborate on a sewer pump station and mains to serve both South Cooper Mountain and West Bull Mountain. Local service lines, like streets and water will be provided through development as it occurs.

Parks, plazas, trails and recreation resources will also be needed in South Cooper Mountain. These specific needs and opportunities will be identified during the Concept Planning process, but it is anticipated that local parks and trail connections will be provided through development. The Cooper Mountain Nature Park represents a unique opportunity to tie the new community to a key regional open space facility.

Funding tools for infrastructure and civic facilities include:

- Major Streets Transportation Improvement Program
- Transportation Development Tax
- Local Improvement District (would need to be established)
- Public Bond Issue (likely as part of citywide package)
- Capital Improvement Plan allocations
- Existing system development charges and taxes for the following: parks, sanitary sewer, water, stormwater, schools



CONCLUSION AND NEXT STEPS

This prospectus has provided a high-level overview of the potential for creating a new complete community in South Cooper Mountain. The area benefits from proximity to a number of regional and local facilities, infrastructure and centers, and is made up of lands that are suitable for housing development that will help provide for additional employment growth in the City of Beaverton and Washington County.

The next step for the 2011 Phase of South Cooper Mountain, following its inclusion in the UGB and annexation by the city of Beaverton will be the commission of a public Concept Planning process, in accordance with Title 11 of Metro's Urban Growth Management Functional Plan. This process is designed to ensure that the planning, regulatory, and infrastructure framework that will lead to a complete community is in place before development begins.

At present there are a number of such plans in various stages of completion around the region. Each of these efforts is a collaborative effort between local governments, service providers, Metro, landowners and the public. There is no pre-set formula for financing Concept Plans, and it is anticipated funds will likely come from a variety of regional, local and private sector sources for South Cooper Mountain.

The City of Beaverton is currently seeking inclusion of 536 acres of South Cooper Mountain. Additionally, the city and stakeholders are committed to conduct a Concept Plan for the entire 1,776-acre Urban Reserve. Meaningful public involvement is at the heart of any plan, and the city and its partners are committed to an open and engaging process that will create a compelling and enduring vision and implementation program for all of South Cooper Mountain.

SOUTH COOPER MOUNTAIN

PROSPECTUS • JUNE 1, 2011