

Metro | *Agenda*

Meeting: Metro Council
Date: Thursday, Oct. 13, 2011
Time: 2 p.m.
Place: Metro Council Chambers

CALL TO ORDER AND ROLL CALL

- 1. INTRODUCTIONS**
- 2. CITIZEN COMMUNICATIONS**
- 3. CONSENT AGENDA**
 - 3.1 Consideration of the Minutes for Sept. 29, 2011
 - 3.2 Consideration of the Minutes for Oct. 6, 2011
- 4. ORDINANCES**
 - 4.1 **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. **Hughes**
 - 4.1.1 Staff Update and Council Review of Ordinance Conditions
 - 4.1.2 Consideration and Vote on Councilor-Proposed Amendments
- 5. CHIEF OPERATING OFFICER COMMUNICATION**
- 6. COUNCILOR COMMUNICATION**

ADJOURN

Television schedule for Oct. 13, 2011 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 11 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, Oct. 13</p>	<p>Portland Channel 11 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> 8:30 p.m. Sunday, Oct. 16 <i>Date:</i> 2 p.m. Monday, Oct. 17</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> 2 p.m. Monday, Oct. 17</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 11 p.m. Saturday, Oct. 15 <i>Date:</i> 11 p.m. Sunday, Oct. 16 <i>Date:</i> 6 a.m. Tuesday, Oct. 18 <i>Date:</i> 4 p.m. Wednesday, Oct. 19</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement Coordinator to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

Agenda Item Number 3.1

Consideration of the Minutes for Sept. 29, 2011

Consent Agenda

Metro Council Meeting
Thursday, Oct. 13, 2011
Metro Council Chamber



METRO COUNCIL MEETING

Meeting Summary

Sept. 29, 2011

Metro Council Chambers

Councilors Present: Council President Tom Hughes, Councilors Barbara Roberts, Carl Hosticka, Carlotta Collette, Kathryn Harrington and Shirley Craddick

Councilors Excused: Councilor Rex Burkholder

Council President Hughes convened the regular Council meeting at 2:02 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

Don Ebbeson, 5555 N Lagoon, Portland: Mr. Ebbeson requested that the Metro Council encourage the use of Compressed Natural Gas (CNG) for the region's fleet of automobiles and trucks, citing the environmental impacts and longterm cost savings. He referenced his personal experience in the

Councilor discussion included their experiences with the private sector usage of CNG, the feasibility of constructing CNG refueling stations in the region and the experiences of CNG facilities currently operating in Seattle, Washington. The Council thanked Mr. Ebbeson for his testimony.

Art Lewellan, 1020 NW 9th, Apt. #604, Portland: Mr. Lewellan addressed the Council regarding his concerns with the Columbia River Crossing's impact on Hayden Island. He submitted to the Council a compilation of plans for the project that would address his concerns about the future freeway interchange. Submitted materials are available on the record.

Jim Serrill, 22390 SW Pinto, Tualatin: Mr. Serrill shared with the Council his experiences with cancer, which he believed is linked to his occupational exposure to heavy diesel particulates while employed in the timber industry. He asked the Council to continue to support initiatives, such as the Solid Waste Fleet Emission Reduction Program, to severely limit the amount of air pollution produced.

3. TRAVEL PORTLAND/TRAVEL OREGON PRESENTATION

Jeff Miller of Travel Portland introduced Todd Davidson of Travel Oregon, and they presented to the Council the work of their respective organizations and the economic impact increased tourism advertising brings to the city of Portland and the state of Oregon. Mr. Miller noted that \$8.7 billion in visitor expenditure annually is brought to the city of Portland through tourism, and that the funding of tourism initiatives by the state in 2003 has made Oregon more competitive in the industry. Their research indicates that every \$1.14 invested in tourism and travel advertising has generated an additional trip to the state, and each trip in return brings on average \$193 to the state, including \$5 in state tax revenue and \$3 in local tax revenue. The agencies aim to continue to

expand their outreach efforts to international markets, particularly to countries in Asia. Their presentation is included in the Council Packet.

Councilors discussed the excellent support that Travel Portland has provided to regional initiatives such as the Intertwine, the critical importance of maintaining direct international flights to Portland International Airport, and the potential impact on convention business and tourism of the construction of a large hotel near the convention center.

4. SOLID WASTE FLEET EMISSIONS REDUCTION PRESENTATION

Matt Tracy, Planner in Metro's Sustainability Center, provided an overview of the work to reduce the diesel particulate emissions from the agency's fleet of waste-collecting trucks. After convening a work group in 2007 to focus on regional respiratory health, Metro developed a plan to implement a retrofit program to install diesel particulate filters (DPFs) or Diesel Oxidation Catalysts (DOCs) on all qualified refuse collection vehicles. Mr. Tracy explained that the project attempts to mitigate the respiratory health risk in Metro neighborhoods by reducing diesel soot emissions a significantly relevant greenhouse gas with substantial effects on global climate change. Multnomah County has been found to have the twelfth highest health risk out of 3,109 counties studied nationwide. His presentation detailed the large economic costs of the negative health impacts associated with this low air quality; the Environmental Protection Agency (EPA) estimates that every dollar spent on the federal Diesel Emissions Reductions Act, \$13 to \$28 of economic benefit are generated by a local economy through avoided health costs.

Mr. Tracy introduced Mike Pati, director of Kenworth Accomplishments, to provide a technical background of the process of retrofitting the diesel trucks for reduced diesel emissions. Mr. Tracy also introduced Kevin Downey, of Oregon's Department of Environmental Quality (DEQ), who explained that 95% of residents in the state of Oregon currently are living in areas with dangerous levels of carcinogens. He noted that the return-on-investment in retrofitting Metro's fleet for improved air quality is only one month. Mr. Downey thanked Metro staff for their help and thanked the agency for the provision of flexible funds to conduct their research.

Councilors discussed with the presenters the efforts made in the private sector to improve the emissions of dangerous carcinogens, the particular adverse health impacts that could be prevented through the reduction of diesel particulates, and the possibility of policy initiatives at the state level that encourage increased retrofitting among other trucks at use in the Metro region. Mr. Tracy noted that currently, there exists no incentive for private sector owners of diesel fleet to install these DPF technologies, and that Metro and their partners have been encouraging other public sector agencies to adopt DPF technology for their fleets as well. Mr. Tracy also provided councilors with sealed containers of the fine diesel particulates emitted by diesel vehicles and displayed to the Council an example of the DPF being added to Metro's trucks. Mr. Tracy also invited Councilors to see the trucks parked outside of the Metro building after the meeting.

5. CONSENT AGENDA

Motion:	Councilor Carlotta Collette moved to adopt the consent agenda: <ul style="list-style-type: none">• The regular Council meeting minutes for September 22, 2011; and• Resolution No. 11-4295, For the Purpose of Confirming the Council President's Reappointment of Elisa J. Dozono to Metropolitan Exposition Recreation Commission
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Vote:

Council President Hughes and Councilors Harrington, Craddick, Hosticka, and Collette voted in support of the motion. The vote was 5 aye, the motion passed.

6. CHIEF OPERATING OFFICER COMMUNICATION

Chief Operating Officer Dan Cooper updated the Metro Council on the search for Mark Bosworth. He directed the Council and the public to check out www.findmark.org for more information, and noted that the Metro Council had sent letters of appreciation to the City of Riddle, Oregon in their help conducting the search operations.

Councilor Hosticka provided an update on the September 28th Metropolitan Policy Advisory Committee (MPAC) meeting. He noted that the Committee moved to recommend adding a requirement that that 1600 acres of expansion in Washington County near Hillsboro be targeted for development at 20 units an acre. MPAC also recommended to study a lower third range of expansion without consideration of the density requirement, and passed a final recommendation asking the Metro Council to consider the extent to which proposed residential expansion is near industrially zoned areas. The committee did not discuss individual areas that should be targeted for growth, but provided what Councilor Hosticka described as a clear focus on where to expand. Councilor Harrington stated that she found it difficult to keep track of the multiple notices of supplemental materials sent out by staff, and suggested that, for future meetings, it would be helpful at the beginning of meetings to overview all of the materials distributed to the group to ensure all MPAC members are aware of each of the letters, staff reports and documents provided to the committee.

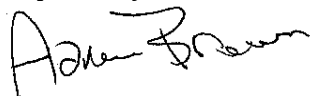
Councilor Hosticka also shared that the public hearing for the growth management decision will be held on October 6 at 5:00p.m. at the Beaverton Public Library, and that there will be a meeting at the Metro Council building at October 13 at 2:00. The final vote on the growth management ordinance will be at the October 20 Council meeting, and a public comment period will precede the final vote.

Councilor Roberts noted that she joined Councilor Hosticka and attended a meeting with the public officials who are involved with the upcoming Southwest Corridor study.

7. ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 4:16 p.m.

Prepared by,



Aaron Brown,
Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPT. 29, 2011

Item	Topic	Doc. Date	Document Description	Doc. Number
2.0	Testimony	9/29/11	Concept #1 "One Bridge" Testimony by Mr. Art Lewellan	92911c-01
3.0	PowerPoint	9/29/11	Travel Portland	92911c-02
3.0	Video	N/A	Travel Portland Vignettes	92911c-03
3.0	Magazine	2011	Travel Portland 2011-2012	92911c-04
3.0	Magazine	2011	Portland: Convention and Meeting Planners Guide	92911c-05
4.0	PowerPoint	9/29/11	Metro Clean Refuse Fleet DPF Retrofit Project	92911c-06
4.0	Video	N/A	Diesel Retrofit Testimonial	92911c-07
6.0	Flyer	9/29/11	Poster for Missing Metro Employee Mark Bosworth	92911c-08

Agenda Item Number 3.2

Consideration of the Minutes for Oct. 6, 2011

Consent Agenda

Metro Council Meeting
Thursday, Oct. 13, 2011
Metro Council Chamber

Agenda Item Number 4.1

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.

Ordinances

Metro Council Meeting
Thursday, Oct. 13, 2011
Metro Council Chamber

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 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 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 lower end 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.

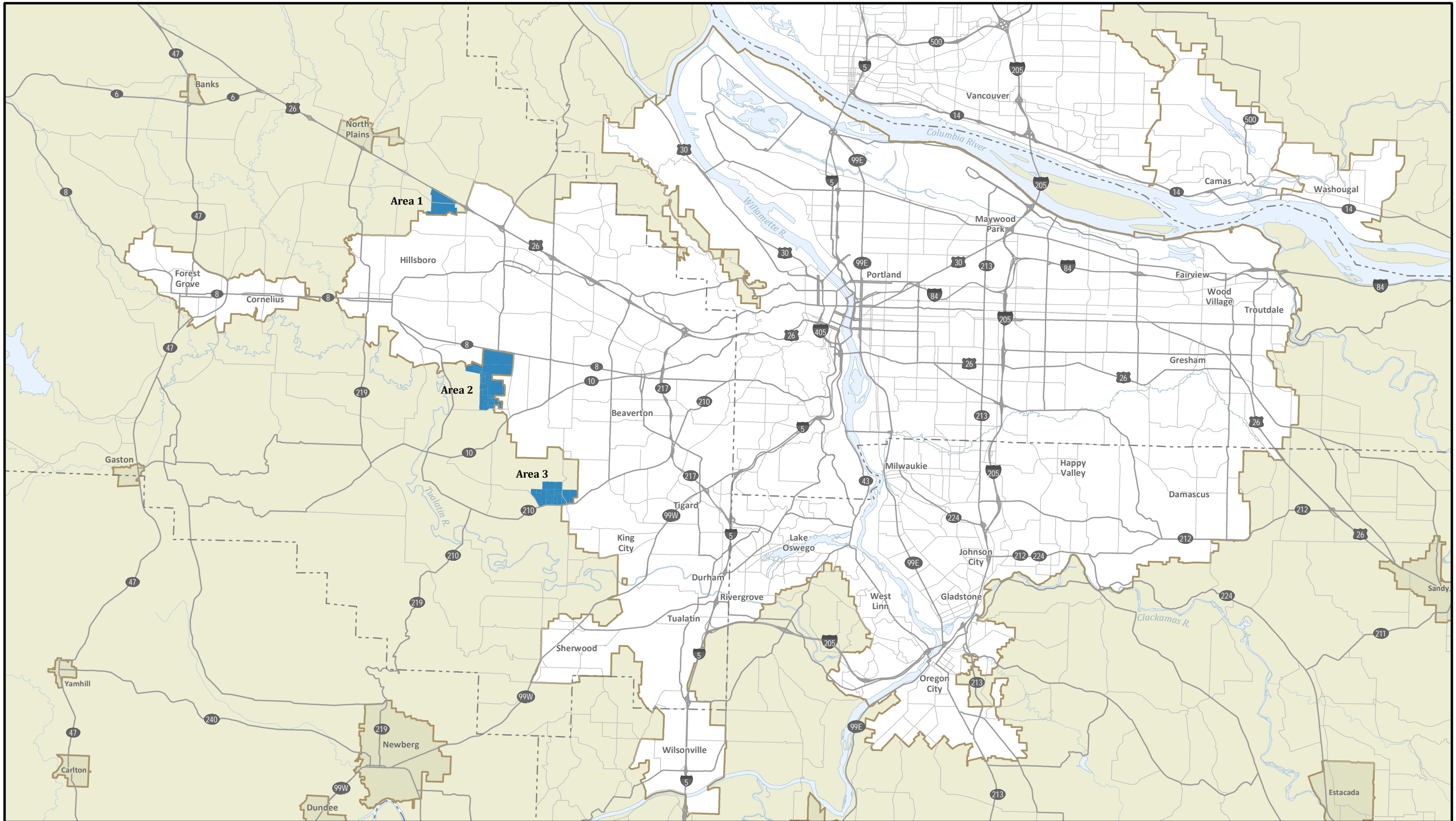
Tom Hughes, Council President

ATTEST:

Approved as to form:

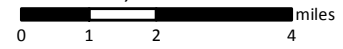
Kelsey Newell, Regional Engagement Coordinator




Alison Kean Campbell, Acting Metro Attorney



2011 UGB Expansion Areas

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



-  Urban growth boundaries
-  Neighboring cities
-  UGB expansion areas



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.

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 one parcel of 100 acres or more and at least two parcels 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 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, 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. The city of Hillsboro shall demonstrate that land use regulations adopted pursuant to Metro Code section 3.07.1120 will provide, during the 20-year planning period, capacity to achieve a target of approximately 10,766 dwelling units in Area 2 and adjoining South Hillsboro Community Plan¹ lands currently in the UGB. No current dwelling unit capacity in the adjoining South Hillsboro Community Plan lands may be counted toward the 10,766 dwelling unit target.

¹ “South Hillsboro Community Plan: SOHI Overview”, Spring, 2010.

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 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. To implement Principle 1 of Exhibit B to the Reserves IGA between Metro and Washington County, 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 and Neighborhood designations to Area 3, 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 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.

STAFF REPORT

IN CONSIDERATION OF 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

Date: October 6, 2011

Prepared by: Tim O'Brien, x1840
John Williams, x1635**BACKGROUND****Forecast and Urban Growth Report**

Oregon land use law requires Metro, every five years, to assess the region's capacity to accommodate the numbers of people anticipated to live or work inside the Metro urban growth boundary (UGB) over the next 20 years. To make this determination, Metro forecasts population and employment growth over a 20-year timeframe; conducts an inventory of vacant, buildable land inside the UGB; assesses the capacity of the current UGB to accommodate population and employment growth either on vacant land or through redevelopment and infill; determines whether additional capacity is needed; and documents the results of these analyses in an urban growth report. The urban growth report is the basis for subsequent consideration of the actions to be taken by the Metro Council to address any shortfall in the capacity of the UGB to accommodate the growth that is forecast over the next 20 years.

On December 16, 2010, the Metro Council adopted Ordinance No. 10-1244B which included the *Urban Growth Report 2009-2030* (UGR) and the *20 and 50 Year Regional Population and Employment Range Forecasts*, approved by the Metro Council by Resolution No. 09-4094. The UGR identified a shortfall between the forecast demand for housing over the next 20 years and the likelihood of the market to provide that housing within the current UGB. The UGR also identified a lack of large site industrial parcels (defined as 25 acres or more) to support the traded sector over the next 20 years. No shortfall was identified for non-industrial and general industrial employment¹. The Council determined that, for the reasons set forth in the Metro 2010 Growth Management Assessment, August, 2010, it will direct its capacity decisions to a point between the low end of the forecast range and the high end of the middle third of the forecast range. The Council also determined that Ordinance No. 10-1244B provided capacity to accommodate at least 50 percent of the housing and employment forecast to the year 2030 or 30,300 dwelling units of capacity attributable to actions taken by the Metro Council and local governments. Those actions included upzoning in certain areas and adoption of the Regional Transportation Plan that includes investments in new transit and other transportation facilities that will encourage the development of more housing in existing communities. In order to finalize its growth management decision, the Council must, by the end of 2011, choose one point in the range forecast for which it wishes to plan.

Residential Land Need

As noted above through the adoption of Ordinance No. 10-1244B, the Council will direct its capacity decisions to a point between the low end and the high end of the middle third of the forecast range. Table 1 below summarizes the potential capacity gaps (or surpluses) at different points in the forecast range after having accounted for efficiency measures identified in the August 2010 Growth Management

¹ For a detailed discussion on the forecast demand and zoned capacity see the staff report for Ordinance No. 10-1244B.

Assessment.² Under the scenarios depicted in Table 1, UGB expansions made in 2011 would need to provide from zero to 26,600 dwelling units of additional capacity, depending on the point in the demand forecast that is chosen. In all cases, the remaining potential gap is less than the 30,300 dwelling units of capacity already attributed to efficiency measures. Consequently, as required by statute, less than half the capacity gap identified in the UGR remains for the Council to address in 2011.

Table 1: Dwelling unit gap or surplus at different points in the range forecast after accounting for efficiency measures (Metro UGB 2007 - 2030)

Point in demand forecast range	Remaining shortfall or surplus (dwelling units)
Low	2,900
Low end of middle 1/3rd	(15,400)
Middle	(21,000)
High end of middle 1/3rd	(26,600)

Large Site Employment Land Need

The “large site” portion of the UGR’s analysis was completed in recognition of the fact that some firms in traded-sector industries require large, vacant lots.³ The UGR defines a large lot as a single tax lot with at least 25 vacant, buildable acres. The UGR’s forecast-based assessment determined that, over the 20-year period, there is demand for 200 to 800 acres of additional capacity for large-lot employment uses. This range depends on the amount of employment growth realized as well as whether assembly of adjacent lots of 25 acres or more was assumed.

For several reasons listed below, at its November 18, 2009 meeting, the Metro Policy Advisory Committee (MPAC) recommended that the UGR identify a wider range of potential large lot demand:

- Large traded-sector firms are crucial to the region’s economy since they sell goods and services outside the region, thereby bringing wealth to the region.
- Large traded-sector firms create spinoff employment.
- Large lot demand will be the result of the decisions of individual firms, so it is inherently difficult to forecast.
- The use of an employment forecast may be an inadequate means of estimating large lot demand for freight, rail, and marine terminal uses, which are space-intensive uses with relatively few employees, which play a crucial economic role.

² Because refill is a share of demand, using different points in the demand forecast will produce different capacity numbers. For this reason, determining the remaining gap at a particular point in the forecast range is not as straight forward as simply adding 30,300 dwelling units to the capacity identified in the 2009 UGR and deducting a demand number. Additional detail on these calculations can be found in Attachment 1 to the Staff Report for Ordinance 10-1244.

³ Existing sites with significant acres of vacant land may give the initial impression that large-lot need is overestimated. However, firms seeking large sites often construct their facilities in phases. Recent examples of this phased approach can be found in the Metro region, including facility expansions completed or planned by large industrial firms such as Genentech, SolarWorld and Intel. This legitimate business practice factors into the UGR’s calculations of need for large lots.

The final 2009 UGR reflects MPAC's recommendation that the Metro Council consider demand for 200 to 1,500 acres of additional capacity for large-lot industrial uses.

Assessment of Proposed UGB Expansion Areas/COO Recommendation

As part of the process to maintain a 20-year land supply for residential and employment uses, Metro completed an assessment of approximately 9,800 acres of urban reserve land adjacent to the current UGB. The results of this analysis are contained in the July 5, 2011 document, Recommendations from Metro's Chief Operating Officer: Building a sustainable, prosperous and equitable region – Preliminary analysis of potential urban growth boundary expansion areas. These 9,800 acres are a subset of the 28,256 acres of urban reserves that Metro, in conjunction with Clackamas, Multnomah and Washington Counties adopted in April 2011. In October 2010 the Land Conservation and Development Commission (LCDC) made an oral decision on urban and rural reserves, remanding a portion of the urban reserves and all of the rural reserves in Washington County. The Washington County Board of Commissioners and the Metro Council held a joint public hearing on March 15, 2011, resulting in a revised Intergovernmental Agreement for urban and rural reserves in Washington County in response to the LCDC oral decision. In late April 2011, Metro and the three counties re-adopted overall findings for urban and rural reserves in the region, reflecting the new urban and rural reserves in Washington County. On August 19, 2011 LCDC orally acknowledged the urban and rural reserves in the region.

The designation of the 28,256 acres as urban reserves is essentially the first filter in determining that the areas are suitable for urbanization. Metro staff, utilizing information from past studies such as the Great Communities Report and the findings from the urban and rural reserve process, as well as local government staff input and Metro policies that call for equity and balance in UGB expansions and to consider lands in all parts of the region, narrowed down the urban reserve lands to the approximately 9,800 acres of analysis areas evaluated as part of the July 5 Metro Chief Operating Officer (COO) recommendation noted above (Attachment 1).

The structure of this analysis is based on Metro's UGB Legislative Amendment factors located in Metro Code Section 3.07.1425, which implement the boundary locational factors of Statewide Planning Goal 14. The following list identifies the Goal 14 and Metro UGB amendment factors:

- *Metro UGB Amendment Factor & Statewide Planning Goal 14 Factor 1 – Efficient accommodation of identified land needs.*
- *Metro UGB Amendment Factor & Statewide Planning Goal 14 Factor 2 – Orderly and economic provision of public facilities and services.*
- *Metro UGB Amendment Factor & Statewide planning Goal 14 Factor 3 – Comparative environmental, energy, economic and social consequences.*
- *Metro UGB Amendment Factor & Statewide Planning Goal 14 Factor 4 – Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.*

In addition, Metro Code Section 3.07.1425 provides five additional 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;*
- *Contribution to the purposes of Centers;*

- *Protection of farmland that is most important for the continuation of commercial agriculture in the region;*
- *Avoidance of conflict with regionally significant fish and wildlife habitat; and*
- *Clear transition between urban and rural lands, using natural and built features to mark the transition.*

The Metro COO Recommendation prioritized four analysis areas the Metro Council should consider if it is determined there is a need to expand the UGB for residential purposes. These areas are South Hillsboro, South Cooper Mountain (Beaverton), Roy Rogers West (Tigard) and Cornelius South. In addition, the recommendation also identified three additional areas the Council could consider: Sherwood West, Advance (Wilsonville) and Maplelane (Oregon City). The COO Recommendation also identified approximately 310 acres in North Hillsboro as being appropriate to satisfy a large site industrial land need (Attachment 2).

The Metro Council identified a forecast range that provides some flexibility in determining both the residential and large site industrial land needs identified in the urban growth report. On August 4, 2011 the Metro Council held a work session to discuss a number of questions regarding potential analysis areas and the forecast range (Attachment 3). This discussion resulted in direction to staff to utilize the low end of the middle third of the forecast range for identifying which areas should be added to the UGB.

Public Involvement

An announcement of the COO recommendation was made through the Metro newsfeed and an e-mail message sent from the COO to more than 5000 subscribers of existing Metro e-mail lists. Members of the news media were also notified. Metro held a public open house on the COO Recommendation on July 28, 2011 in Hillsboro and two on-line surveys were distributed to Opt In subscribers. In all, 1,139 Opt In subscribers completed the industrial lands survey, 1,235 subscribers completed the residential survey, and 693 subscribers completed both surveys. A summary of the public comments received by Metro from July 5 to August 5 can be found in Attachment 4.

Metro Policy Advisory Committee

The Metro Policy Advisory Committee (MPAC) considered the COO Recommendation at their August 10, September 14 and September 28 meetings and provided the following recommendations to the Metro Council. In addition, on Oct. 27, 2010 MPAC voted to recommend the Council target at least the lower end of the middle third of the forecast range for housing.

Large Site Industrial Land

August 10 Meeting - MPAC voted 14-2 with 1 abstention to support a motion to add the 310 acres north of Hillsboro to the UGB. MPAC voted 8-5 with 3 abstentions to recommend the 115 acre Forest Grove North – Purdin analysis area be included in the UGB to meet large site industrial needs. Following the meeting it was determined that the motion did not pass, as according to MPAC bylaws an abstention vote has the effect of a “no” vote, therefore the vote was tied at 8-8.

September 14 Meeting - MPAC chose to reconsider the 115 acre Forest Grove North – Purdin analysis area as well as consider the 117 acre Tonquin analysis area for inclusion in the UGB to meet the large site industrial land need. In both instances, MPAC voted 10-6 with one abstention to recommend to the Council to include these two areas in the UGB. These two areas are in addition to the Hillsboro North analysis area that MPAC previously recommended for large site industrial use. This results in a 562 acre recommendation to meet the large site industrial land need.

Residential Land

September 28 Meeting – MPAC voted 13-6 to support a motion to recommend that the Metro Council direct its growth management decision toward the low end of the middle third of the forecast range and target approximately 1,600 acres of expansion land at a density of 20 units per net buildable acre. MPAC also voted 14-1 with four abstentions to support a motion that directs the Metro Council to consider such factors as the location of potential residential areas to industrial areas, transportation options available and the other attributes of great communities embodied in the region' six desired outcomes in their growth management decision process. A third motion to endorse Ordinance 11-1264 as proposed, taking into account the two approved motions was withdrawn.

UGB AmendmentsResidential Land

Metro staff recommends adding the South Hillsboro and South Cooper Mountain analysis areas to the UGB to meet the 20-year residential needs of the region (Attachments 5 & 6). The addition of these two areas in the UGB results in approximately 15,417 additional dwellings units of capacity; 10,766 dwelling units for South Hillsboro and 4,651 dwelling units for South Cooper Mountain.

As noted previously, in order for the Council to finalize its growth management decision it must choose a point in the range forecast. Because refill is a share of demand, using different points in the demand forecast will produce different capacity numbers. For this reason, determining the particular point in the forecast range as a result of the inclusion of South Hillsboro and South Cooper Mountain in the UGB is not as straight forward as simply taking the dwelling units expected from the expansion areas and comparing them to the remaining shortfall or surplus listed in Table 1 above.⁴ The addition of the two expansion areas combined with the supply and efficiency measures counted in the UGR results in approximately 249,313 future dwelling units. Therefore the point in the residential forecast we will plan for is 1.6% under the low end of the middle third of the range.

South Hillsboro – The city has completed an extensive amount of planning for this area, resulting in the South Hillsboro Community Plan which provides the framework for a mixed-use community organized around a new town center and neighborhood center with more than 20% of the plan area dedicated to natural areas, open space and recreation. The city has endorsed the community plan which includes proposed finance and governance plans to achieve the vision, thereby providing the opportunity for the area to develop in the short-term. In addition, the city has worked very closely with the main property owners to craft memorandums of understandings regarding development actions and obligations for infrastructure systems and facilities.

This large flat area contains few environmental constraints that are generally linear in shape and confined to stream corridors which can allow for development to occur without significant impacts to the natural resources. The community plan also includes areas 69 and 71 that were included in the UGB in 2002. Urbanization of these two areas is dependent on the infrastructure that is necessary to serve the larger South Hillsboro area due to greater efficiencies of serving a large contiguous area of land versus two small isolated areas.

South Cooper Mountain –The City of Beaverton recently completed three planning scenarios for the area (South Cooper Mountain Prospectus, June 1, 2011) that look at creating a complete community that achieves multiple goals of maximizing development capacity, preserving and enhancing ecological

⁴ The 15,400 dwelling unit shortfall in Table 1 for the low end of the middle third of the forecast range was calculated using a refill supply that was based on the middle of the demand range in the absence of any other policy direction. The capacity of the UGB identified in Ordinance 10-1244B used a refill rate of 37%. Therefore, the total future 20-year supply for the UGB (supply counted in UGR + efficiency measures + expansion areas) is 63% of the demand in the range forecast with future refill (from the 63% demand number) counting for the remaining 37%.

functions and working with the marketplace. The scenarios represent three different development programs with a variety of building and neighborhood types that provide for a considerable range of housing options and small scale retail at different density levels. The development of this area would complement the continued build-out of the Murray-Scholls Town Center and the adjacent Murrayhill Marketplace retail area.

Large Site Industrial Land

Metro staff recommends adding 330 acres in the North Hillsboro analysis area to the UGB to meet the 20-year large site industrial land needs of the region (Attachment 7). This area is slightly different from the July 2011 COO Recommendation and the area that MPAC voted to recommend to the Metro Council. One additional tax-lot, 19.5 acres in size, is included. This tax-lot is located in the southwest corner of the area, adjacent to NW Sewell Road and allows for all of the NW Sewell Road right-of-way to be included in the UGB. In addition, including this tax-lot provides for the opportunity to protect all of Waible Creek with one consistent set of urban level natural resource protection measures. Note there are no inventoried and county protected Goal 5 resources or Goal 7 hazards besides those discussed in the findings.

North Hillsboro – The City of Hillsboro is actively engaged in efforts to recruit high-tech manufacturers and has worked with the property owners within the expansion area on an agreement to consolidate parcels to meet the needs of large-site industrial users. The site is flat, a requirement for the large industrial building format, has access to Highway 26 and infrastructure services could be extended from future development of the Evergreen area. The site would complement an existing high-tech manufacturing cluster and the City has a track record of successfully delivering infrastructure services to UGB expansion areas.

In addition to the analysis completed as part of the Metro COO Recommendation, the City completed an infrastructure analysis comparing this area with three other urban reserve areas near Hillsboro, which indicated that urban services could be delivered to this area in a more efficient and cost effective manner (Attachment 8).

UGB Technical Amendment

Two properties that were included in a recent island annexation process for the City of Hillsboro (Hillsboro Case File No. 6-08: Island Annexations) are located outside the UGB. Based on a review of Metro UGB records, it appears that the land surrounding these two properties was brought into the UGB in 1981, and for some unknown reason these two properties were not included. The two properties located at 308 and 310 SW Wood Road total 0.83 acres and need to be included in the UGB before any future development can occur under City of Hillsboro urban zoning (Attachment 9).

ANALYSIS/INFORMATION

1. **Known Opposition:** The selection of land for inclusion in the UGB is a contentious process. A number of parties and organizations have voiced objections to including land in the UGB including individual landowners, the Washington County Farm Bureau, Save Helvetia and 1000 Friends of Oregon.
2. **Legal Antecedents:** Oregon Revised Statute (ORS) 197.298 and 197.299 and Metro Code Section 3.07.1400 provide evaluation and amendment requirements for an amendment to the urban growth boundary.
3. **Anticipated Effects:** The adoption of Ordinance No. 11-1264 will add 1,936 acres to the urban growth boundary to meet residential and large site industrial land needs to the year 2030.

4. **Budget Impacts:** Any addition to the UGB requires FTE for monitoring and participation in Functional Plan Title 11 new urban area planning. Additional FTE and potential grants to local governments may be needed to assist in the new urban area planning.








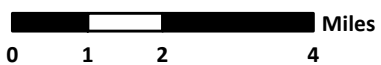
RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 11-1264.

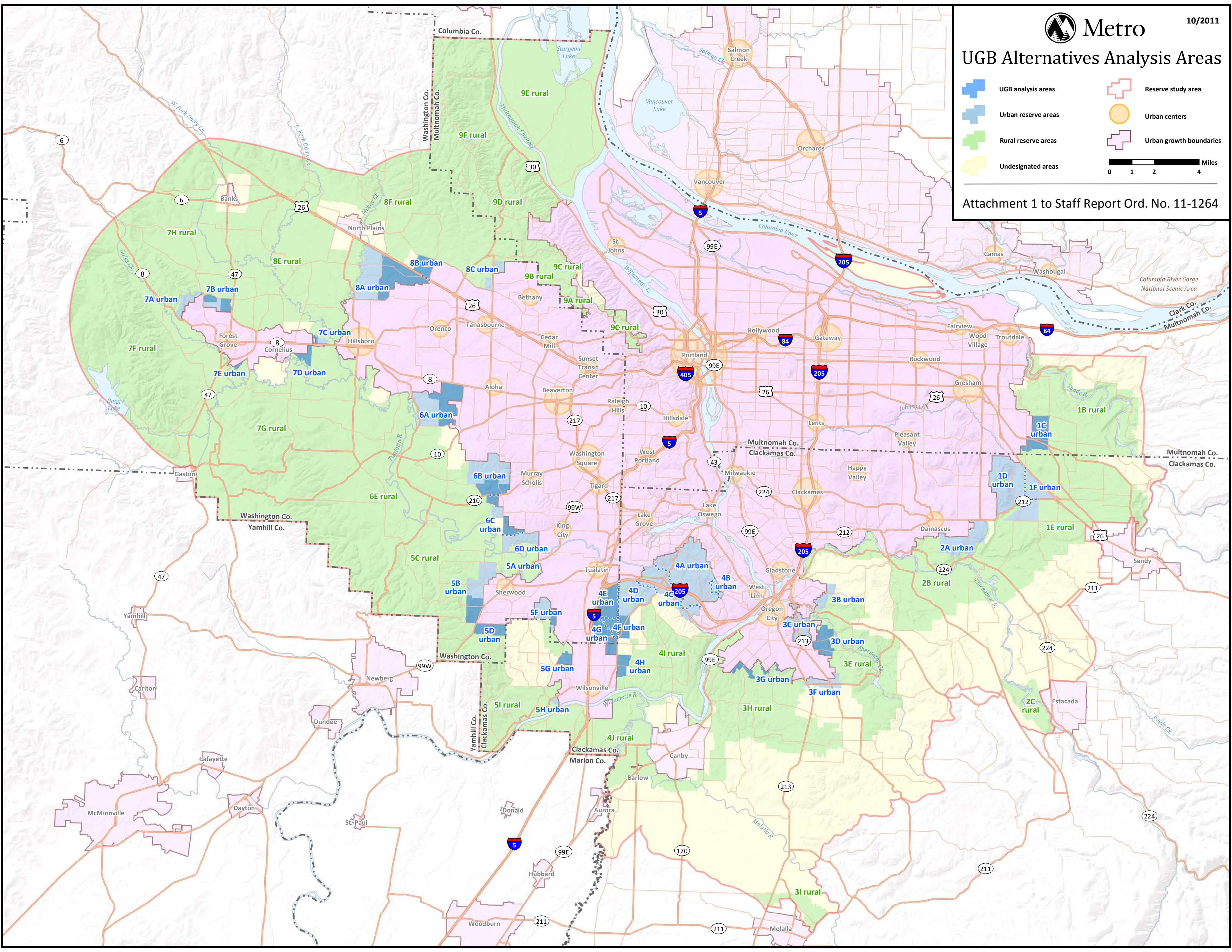
List of Attachments

- Attachment 1 – UGB Analysis Areas Map
- Attachment 2 – COO Recommendation Map
- Attachment 3 – Summary memorandum from 8/4/11 Metro Council work session
- Attachment 4 – Summary of public comment on COO Recommendation
- Attachment 5 – South Hillsboro Expansion Area Map
- Attachment 6 – South Cooper Mountain Expansion Area Map
- Attachment 7 – North Hillsboro Expansion Area Map
- Attachment 8 – North Hillsboro Industrial Area Infrastructure Analysis
- Attachment 9 – Technical Amendment Map

UGB Alternatives Analysis Areas

	UGB analysis areas		Reserve study area
	Urban reserve areas		Urban centers
	Rural reserve areas		Urban growth boundaries
	Undesignated areas		

Attachment 1 to Staff Report Ord. No. 11-1264

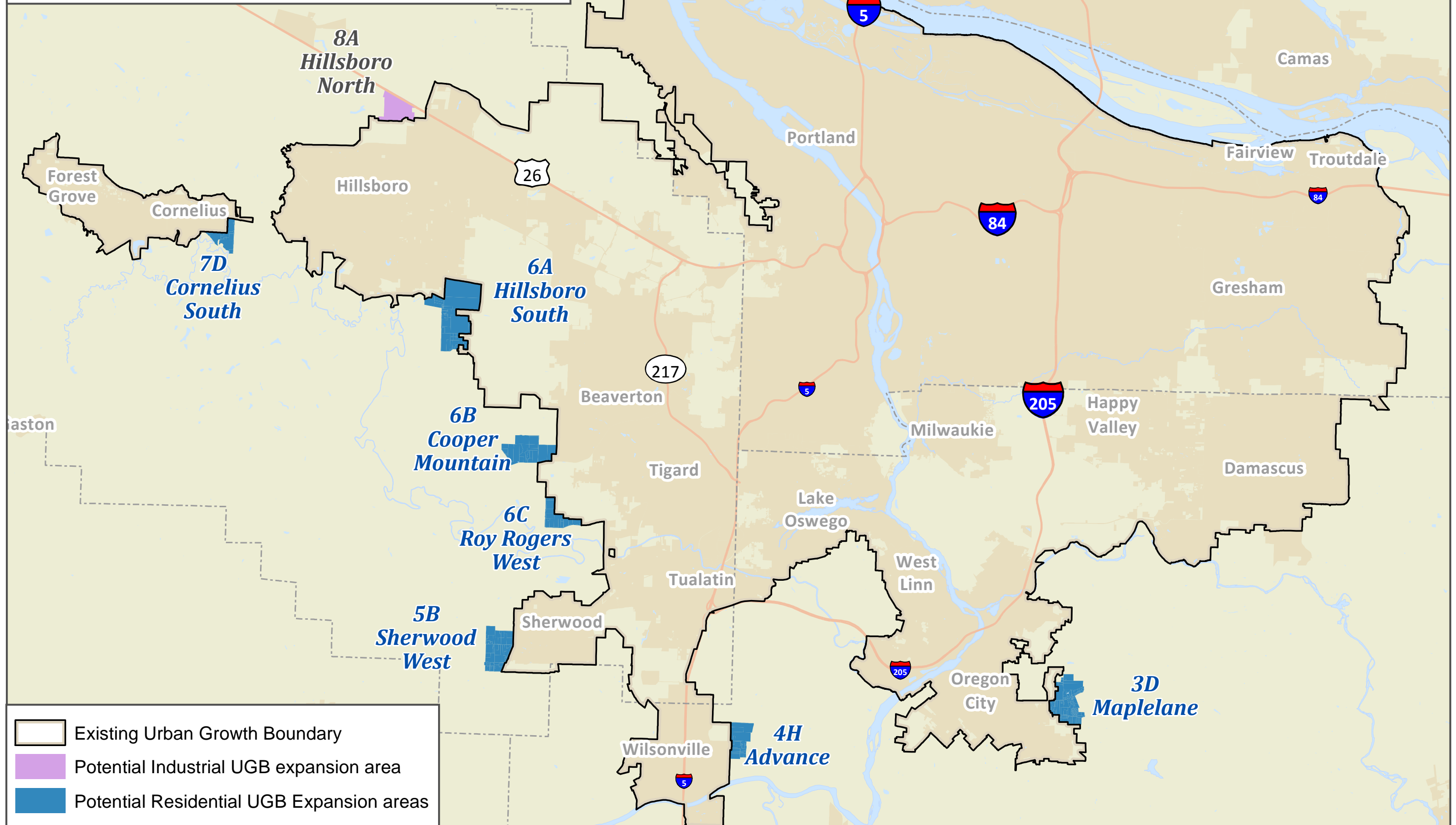







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COO Recommendation UGB Expansion Options

Attachment 2 to Staff Report Ord. No. 11-1264



-  Existing Urban Growth Boundary
-  Potential Industrial UGB expansion area
-  Potential Residential UGB Expansion areas


Metro | *Memo*

Date: Monday, August 9, 2011

To: Council President Tom Hughes
Metro Councilors

From: Tim O'Brien, Principal Regional Planner

Cc: Dan Cooper, Acting Metro Chief Operating Officer
Richard Benner, Senior Assistant Attorney
John Williams, Interim Director, Planning and Development

Re: Summary of August 4, 2011 Metro Council Work Session

Councilor Hosticka poised five questions for the Council to address. These questions and the direction Council provided are listed below:

1. The COO will prepare a draft ordinance to be released in early September; where in the range should the ordinance be directed towards?

The COO's draft ordinance will be directed to the low end of the middle third of the forecast range – 15,400 dwelling units – and will be based on the ranking of the recommended areas as outlined in the July 5th COO Recommendation.

2. Individual councilors have received requests from individuals/parties to have their land included in the analysis for inclusion in the UGB. How does the Council get a broader awareness and reaction to these requests?

Agreed upon process - If four councilors agree that an additional area should be considered, they need to ask the local government that would govern the area for agreement, and then staff would complete the analysis on the area. This process will be the basis for the 45-day notice to DLCDD (and to the general public in the newspaper) that must be done by August 22nd, which will include all of the analysis areas. Based on the noticing date, any new area must have the Council and local government agreement by August 18th. Below is a table of the areas that Council identified as additional areas that they have received requests on.

Area	Studied (yes/no)	COO Recommended (yes/no)
Borland Road	No	-
Standing Property – 8B	Yes	No
Witch Hazel	No	-
Jin Park – 185 th /West Union	No	-
East Cornelius – 7C	Yes	No
Additional Hillsboro Industrial – 8A	Yes	No
Tualatin (Quarry site) – 5F	Yes	No

3. Between the first reading of the growth management ordinance on October 6th and the final reading on October 20th, is there a process for Councilor amendments?

The Measure 26-29 report, which is sent out to all households within one mile of an area being considered for inclusion in the UGB, must be sent 20 days prior to the final public hearing. Any amendment to the COO draft ordinance would need to be identified prior to September 29th, the latest possible Measure 26-29 noticing date. This noticing requirement implies closure on the opportunity to make amendments between the two hearing dates. If an amendment was made and the 26-29 notice did not include the area, a new notice would be required and the final hearing would need to be delayed. Any new area will need to be identified as a substitute or additional area.

4. LCDC has provided notice of a hearing on the capacity ordinance (October 5-7 in Grants Pass). What does this mean to the growth management decision?

LCDC is scheduled to review the capacity ordinance but not to make a final written decision until after the Commission reviews Metro Council action on possible UGB expansion in October. The DLCD staff report is expected to be released on September 14th.

5. There has been plenty of news recently that the weak economy will continue longer than previously expected. What does this signify for the growth management decision?

The range forecast identified in the capacity ordinance is still in place. Staff is not recalculating the urban growth report. The range forecast provides the Council some flexibility in terms of where to plan for, thereby allowing the Council to consider recent economic news in their decision.

MPAC will begin its discussion on the 2011 growth management decision at the August 10th meeting, focusing on the COO's large site industrial land recommendation to include in the UGB 310 acres of land north of Hillsboro. The COO's draft ordinance, noted in #1 above, that will be directed towards the low end of the middle third of the forecast range will be presented at the September 14th MPAC meeting. MPAC is expected to finalize a recommendation to the Metro Council on the growth management decision at their September 28th meeting. The information contained in this memo will be shared with MPAC at the August 10th meeting.

 Metro | Memo

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 Gossen		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 Gossen		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 Maplelane 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.

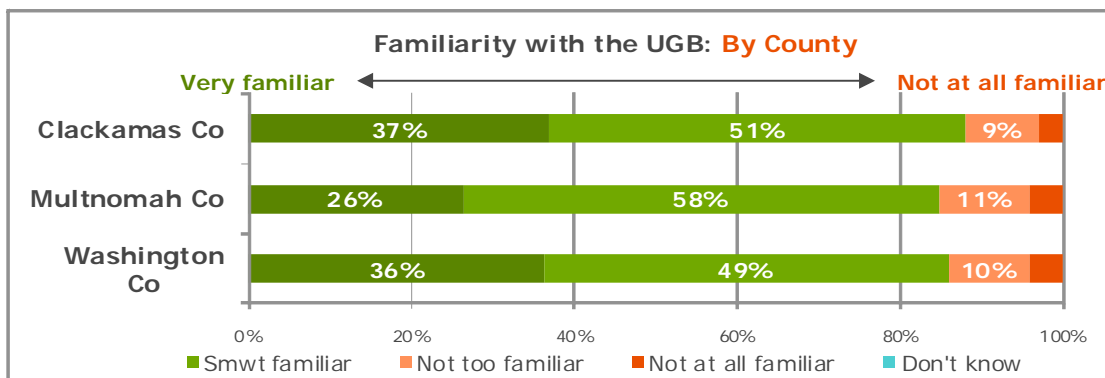
The surveys were hosted on an independent and secure DHM server and available to respondents 24 hours a day. In gathering responses, DHM employed quality control measures, including pre-testing and monitoring the online survey to identify potential browser issues.

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

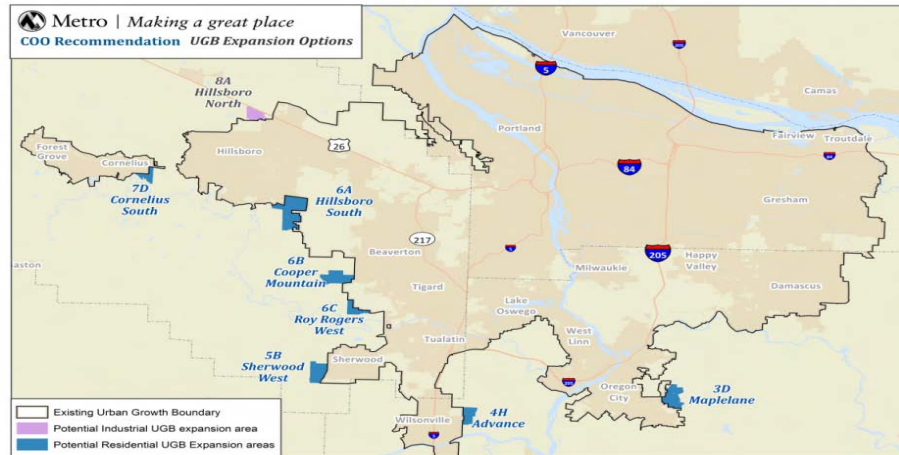


Demographic Differences: Members in Clackamas and Washington counties consider themselves more familiar with the urban growth boundary than their counterparts in Multnomah County – four in 10 from Clackamas and Washington counties said they are “very” familiar with the UGB, compared to three in 10 from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

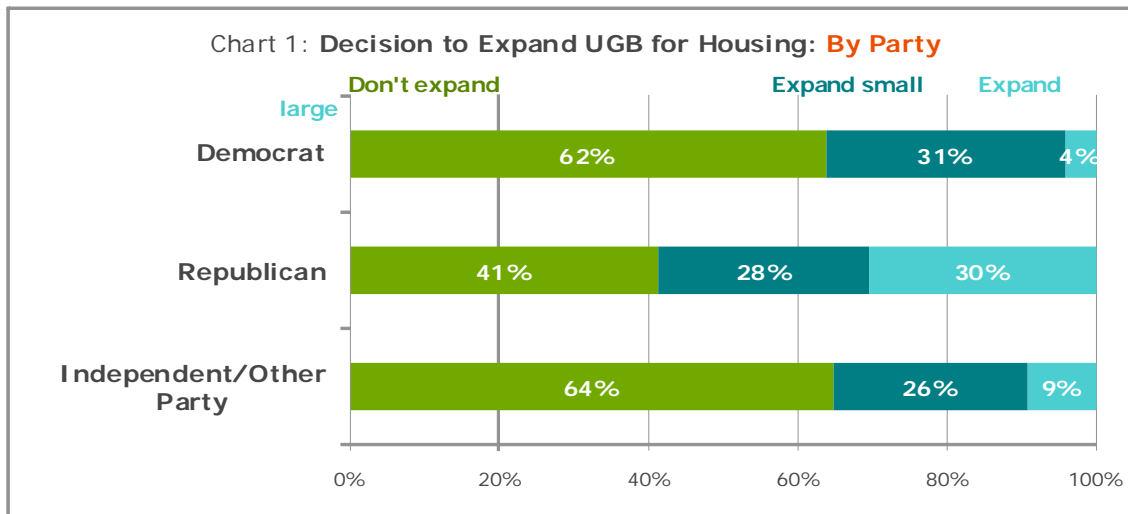
¹ Numbers for familiarity with UGB survey are from the Industrial Lands survey. Numbers between two surveys are almost identical.



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**.



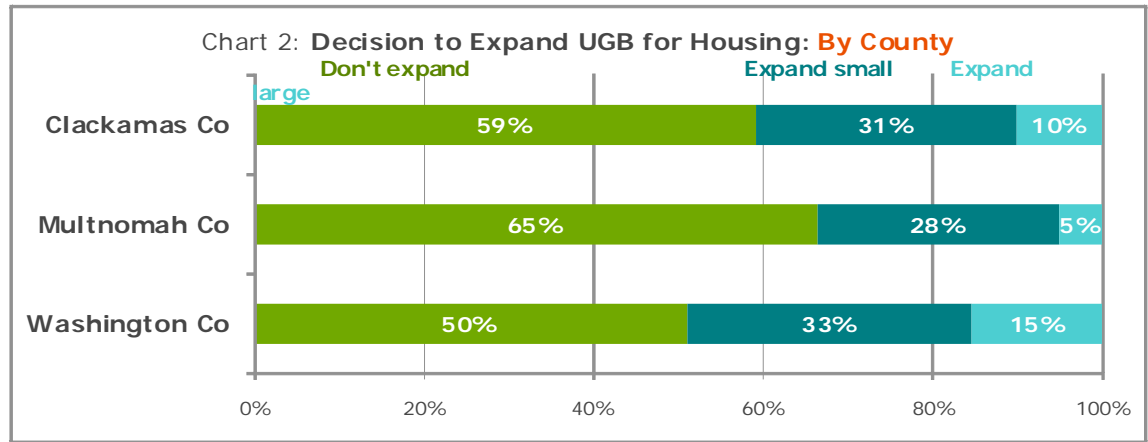
Demographic Differences: A majority of members do not think there should be an expansion, with the exception of Republicans (41% are of this opinion compared to 62% of Democrats and 64% of Independents).

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.

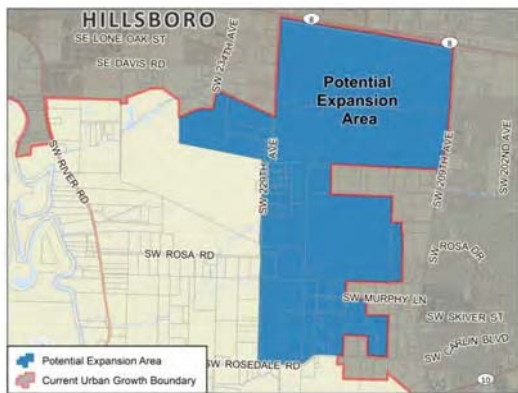
Demographic Differences: Members under 35 (68%) are more likely to think there should not be an expansion than those 35 and older (58%). Decided majorities in Multnomah (65%) and Clackamas (59%) counties also think there should not be an expansion, compared to 50% of members living in Washington County.



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.

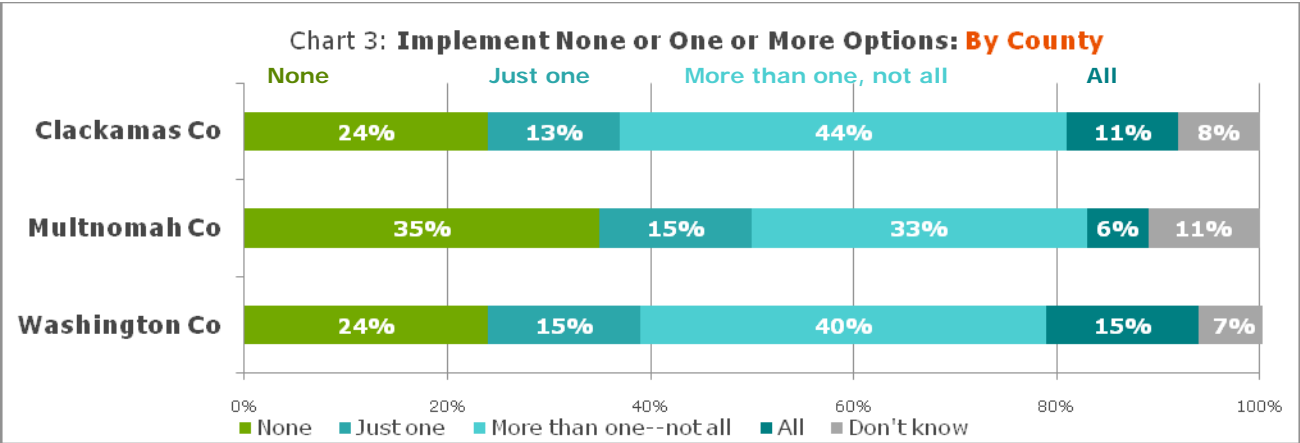
Other options are less popular.

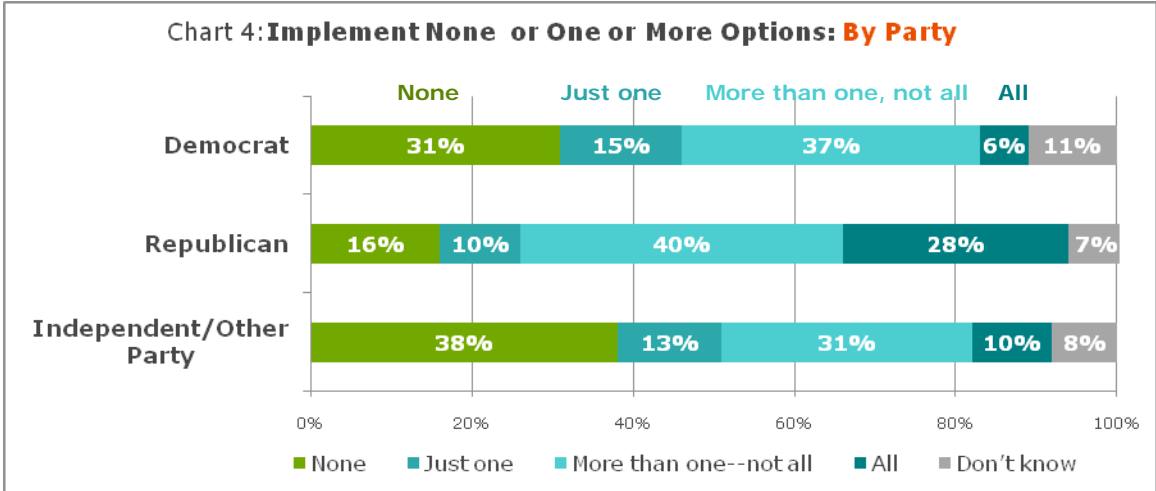
- **39% support** bringing 210 acres of the southeastern corner of Cornelius within the urban growth boundary.
- **37% support** bringing 256 acres located west of Tigard near the intersection of Southwest Roy Rogers Road and Southwest Beef Bend Road within the urban growth boundary.
- **32% support** 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.

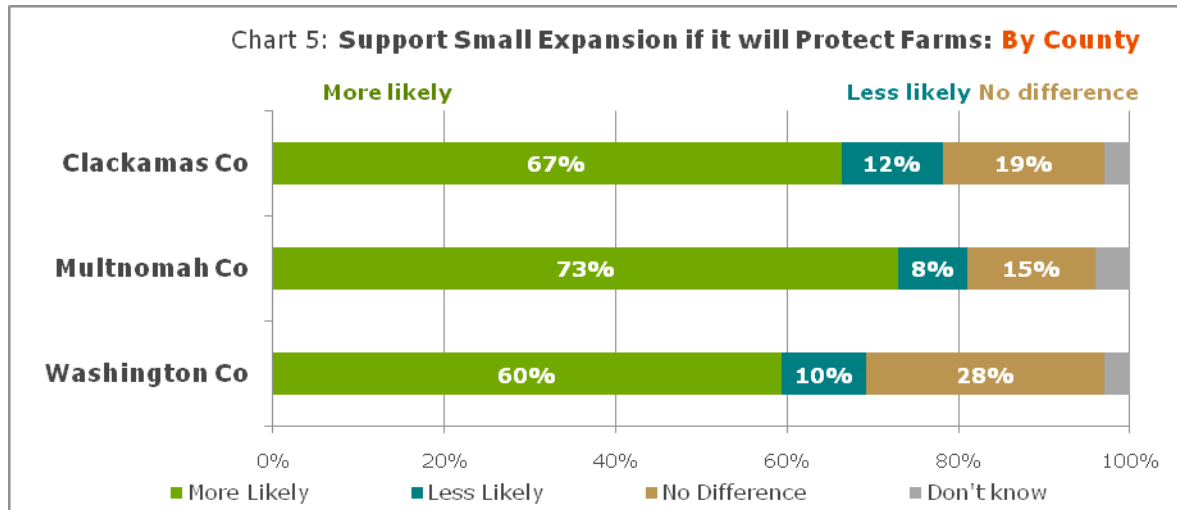
A core group said none of the options given should be implemented. This group was more likely to be Democrats (31%), Independents (38%), and residents of Multnomah County (35%).

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.

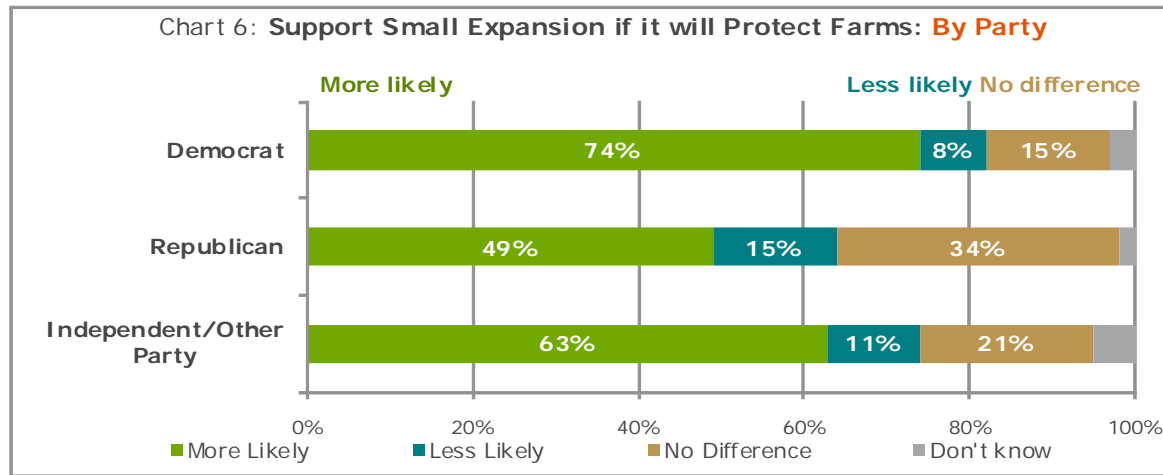




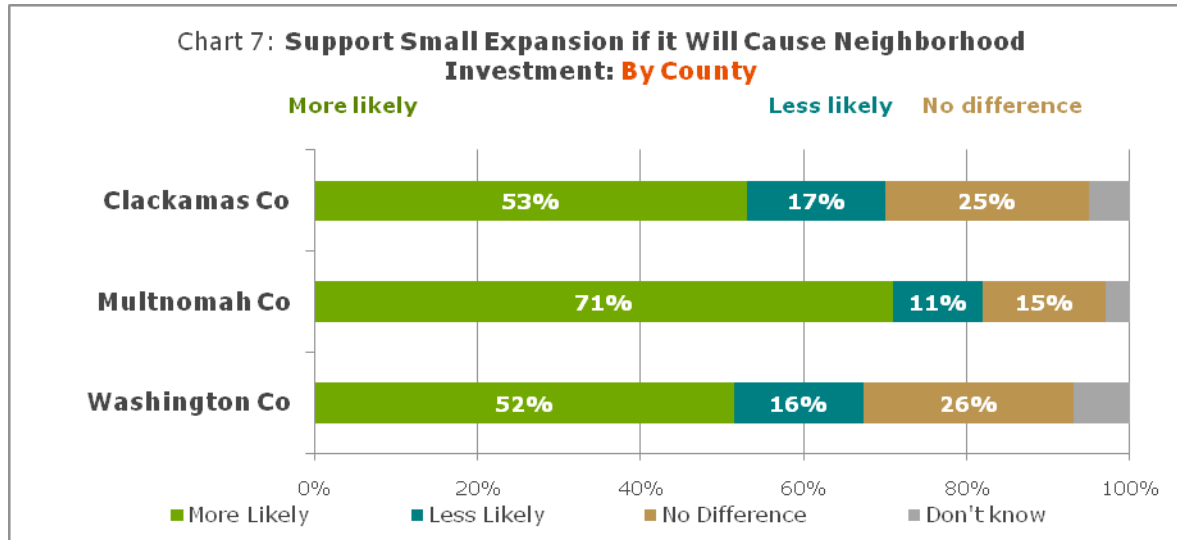
Members value protecting farms in the region, and view this as the best reason to make only a small expansion, if one is made at all. With the exception of Republicans, six in 10 in each subgroup are more likely to support only a small expansion of the UGB because it would keep more farmland in production.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



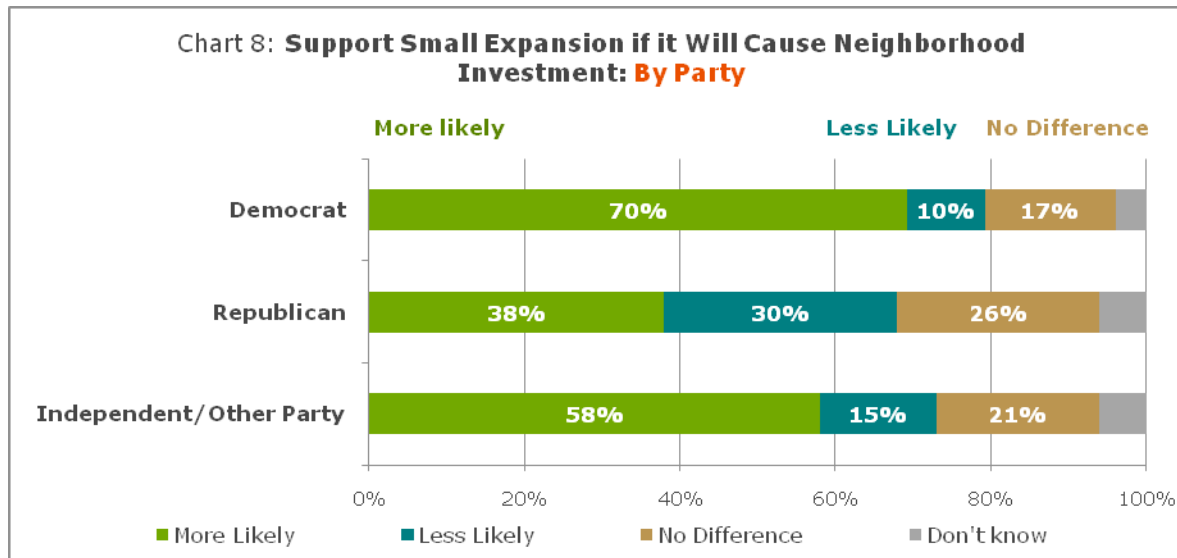
Demographic Differences: Majorities of members in each county support making a small expansion if it will protect farmland, although Washington County residents (60%), who are most likely to support a large expansion, are not as convinced as their counterparts in Clackamas (67%) and Multnomah (73%) counties.



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.**

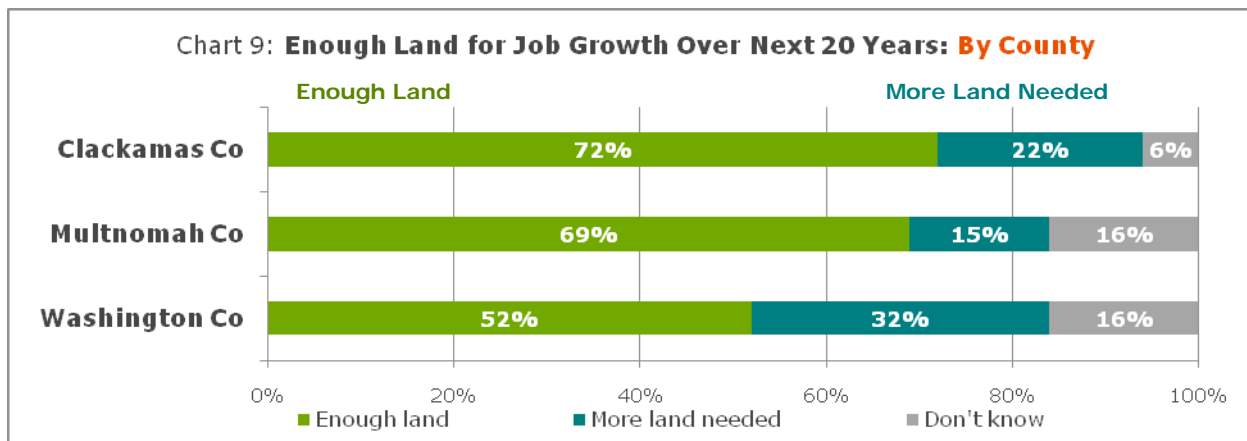
Demographic Differences: Fifty-three percent (53%) of Multnomah County residents said they would be more likely to support a small expansion because of this, compared to 42% of residents in Clackamas County and 45% of residents in Washington County. This argument also does better with Democrats (56%)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

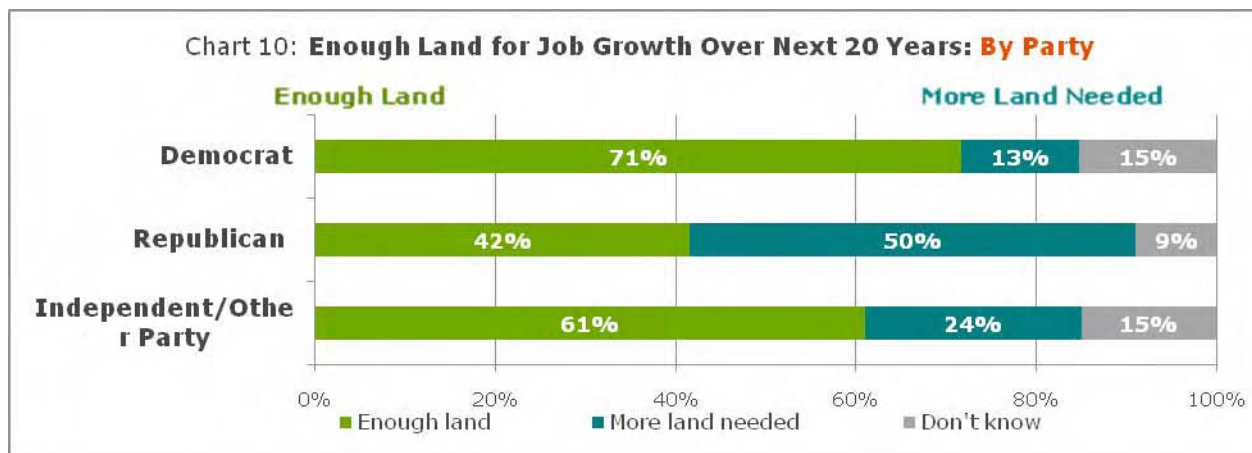
With the exception of Republicans, a majority of all demographic groups share this opinion.



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%).

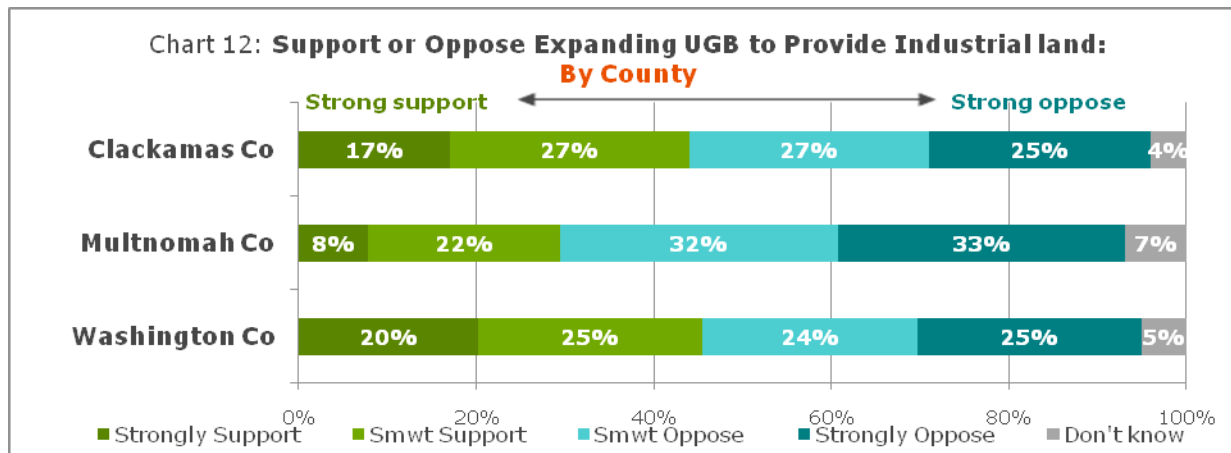
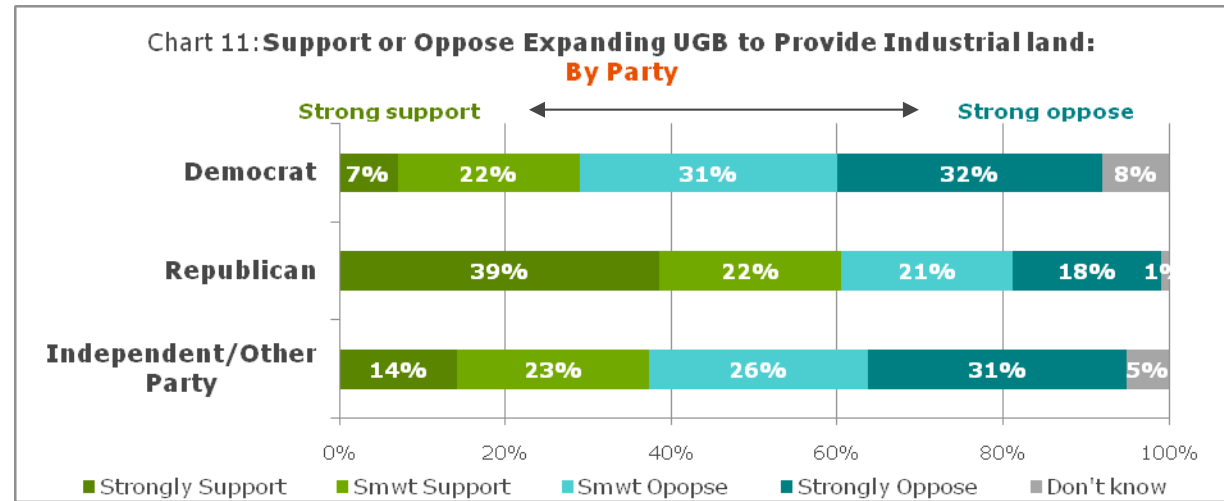
Majorities of Democrats (71%) and Independents (61%) think there is enough land to accommodate future job growth. Four in 10 (42%) Republicans are of this opinion, while 50% in this group don't think there is enough land.



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:

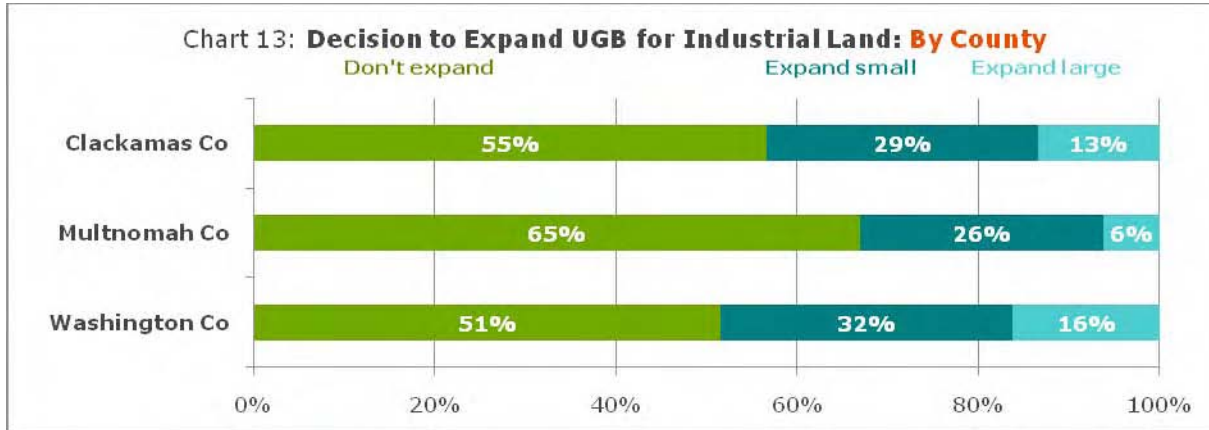
Democrats (63%) and Independents (57%) are more likely to oppose expanding the UGB. Their opposition notably increases when told that it may be on farmland (81% and 69% respectively). Republicans are less likely to oppose it in either context (39% and 45%).



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.

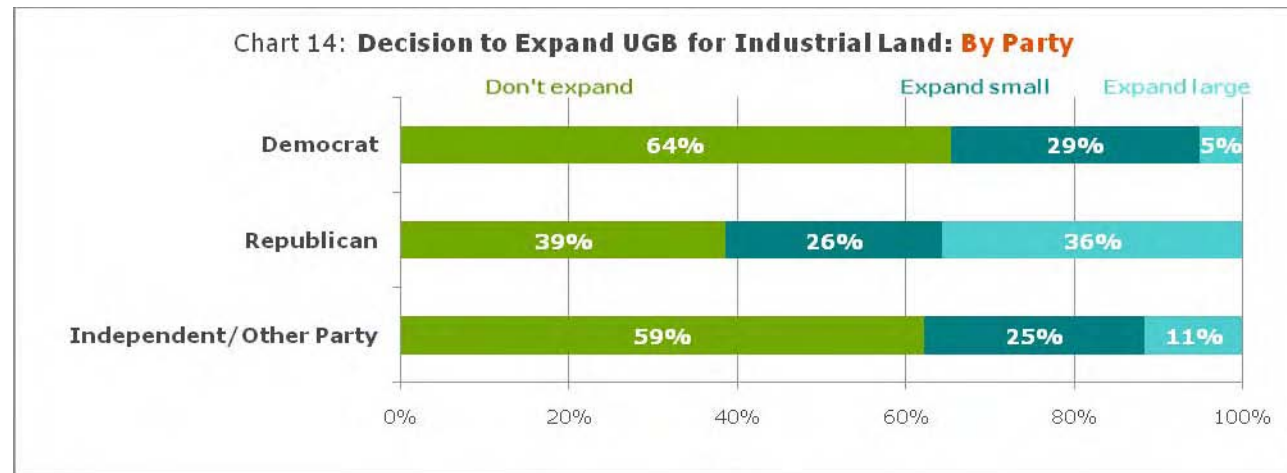
Opposition increases in all three counties with the knowledge that it could be on existing farmland – to 82% in Multnomah County, 67% in Clackamas County, and 61% in Washington County.

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.

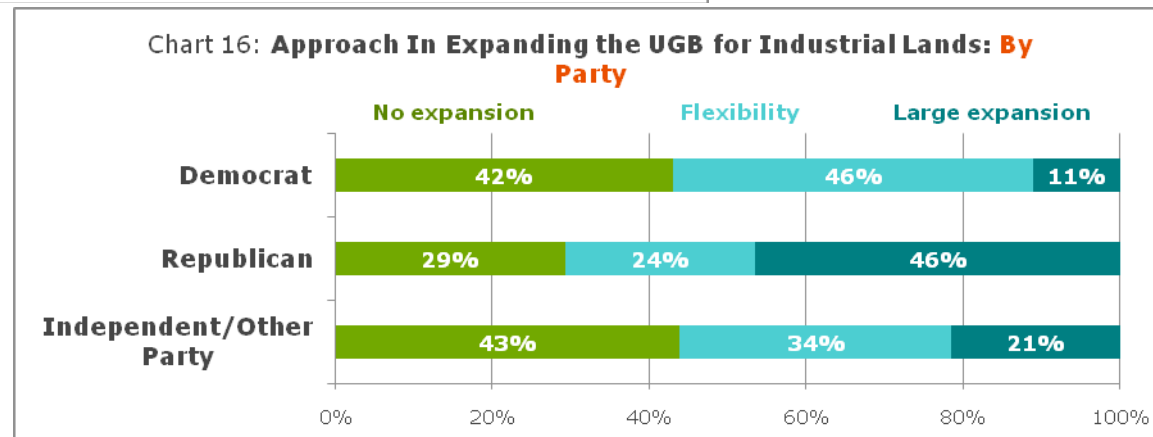
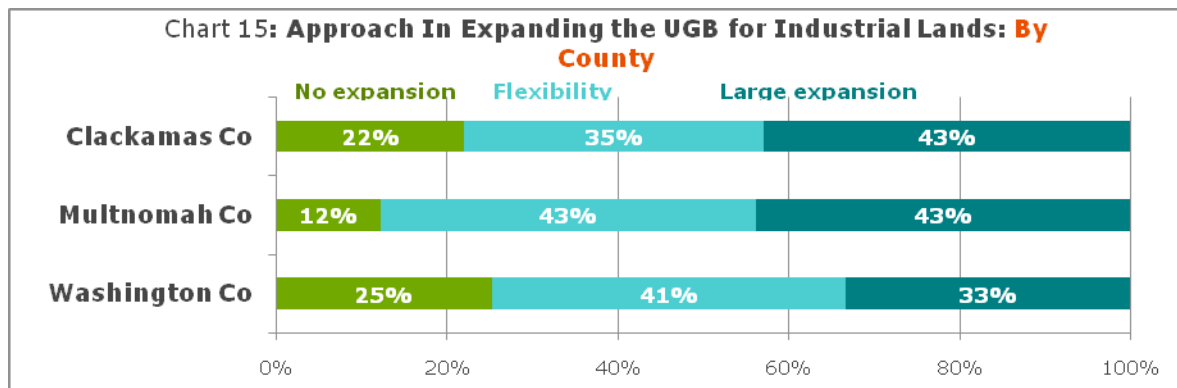
Demographic Differences: By party, Democrats (64%) and Independents (59%) are most likely to say they do not want to see a UGB expansion, but one-quarter in each group are open to a small expansion. Six in 10 Republicans want an expansion, and are divided between it being a small expansion (26%) or a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

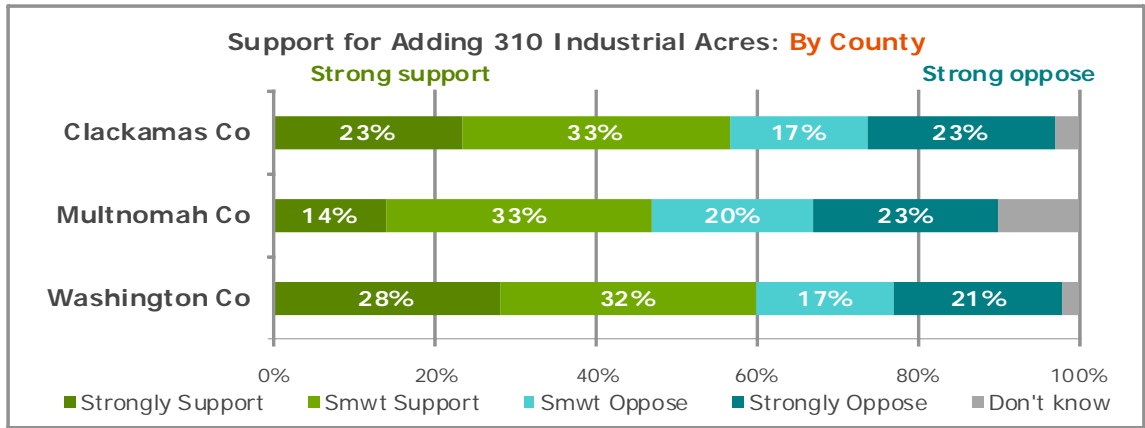
Despite majority agreement that the region does not need to expand the urban growth boundary at this time to accommodate job growth, a majority thinks the region needs some flexibility in meeting future employment needs and some expansion should be considered. While a core four in 10 (40%) said no expansion 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

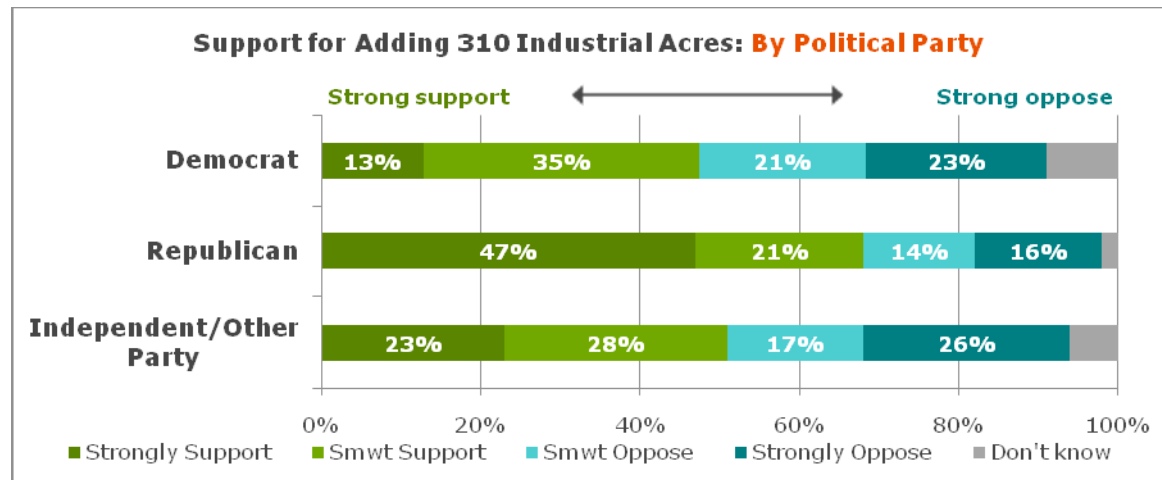
- No expansion of the UGB for employment is needed at this time. Job growth can be accommodated within the existing UGB.
- The region needs some flexibility in meeting future employment needs, but the smallest expansion recommended should be sufficient for employers right now.
- The region needs maximum 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.

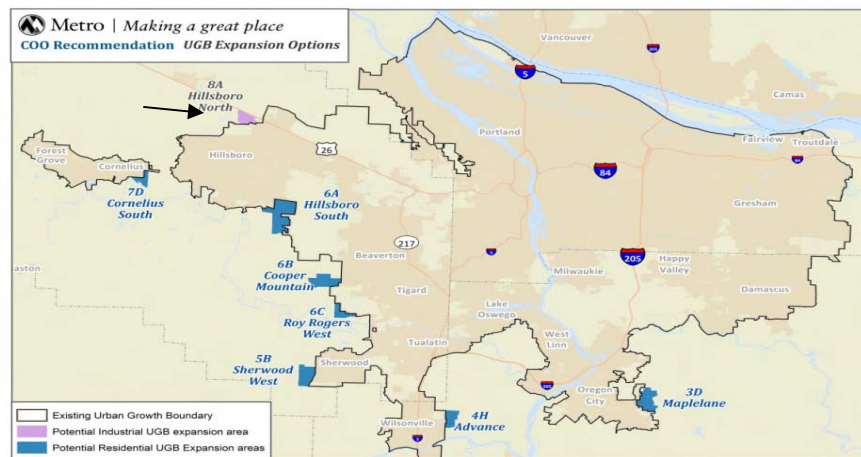
Metro recently prepared an employment forecast through 2030 and analyzed whether the current UGB can accommodate employment needs for the next 20 years. Metro found that the current UGB can accommodate many new jobs, but an expansion of 200 to 1,500 acres of the UGB will be needed for industrial employers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

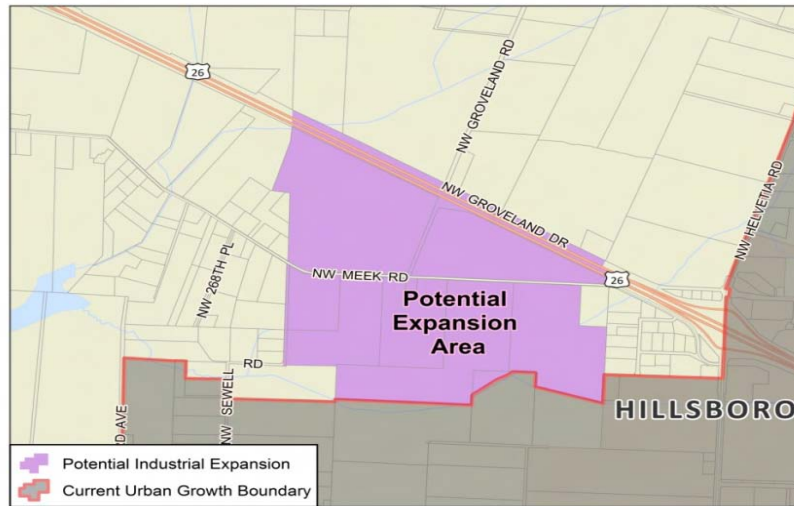
The Metro Council is considering adding at least 310 acres just north of Hillsboro that has direct access to Highway 26 into the UGB to accommodate industrial employers, like tech manufacturing sector employers, who require 50-acre sites or larger.

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.

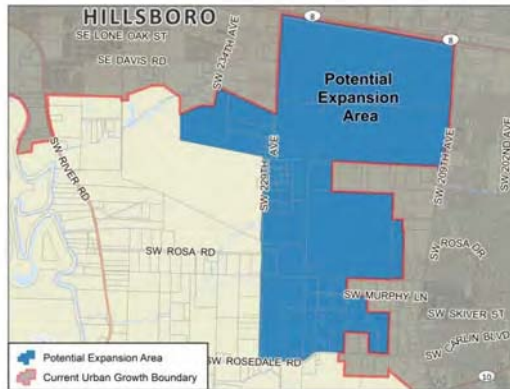


The following proposed expansion areas have undergone some urban planning. Most could be ready for development within several years of being incorporated into the urban growth boundary. Please consider each option independently, and indicate your level of support for each. (Randomize Q7-Q10)

Please indicate your level of support:

- 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%



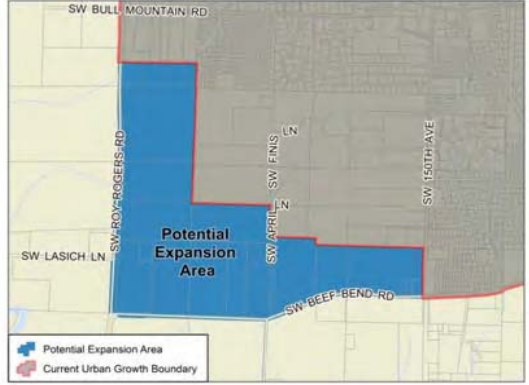
9. **Option 3:** Bring 543 acres south of Cooper Mountain (located north of Scholls Ferry Road near the City of Beaverton) within the urban growth boundary. This area could supply 2,900 to 6,300 new housing units, depending on housing types and lot sizes. This addition could help the city of Beaverton 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%



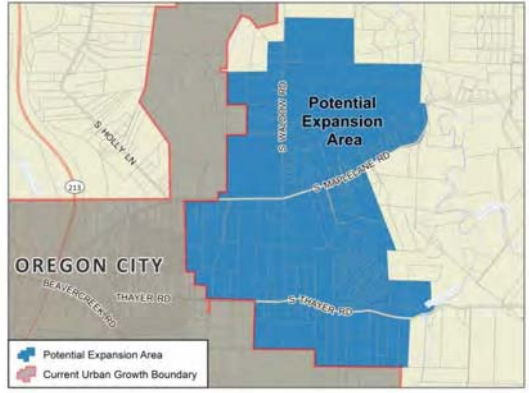
12. **Option 6:** Bring 316 acres east of City of Wilsonville near Advance Road within the urban growth boundary. The Advance area could supply 1,400 to 2,100 new housing units depending on housing types and lot sizes and allow the West Linn-Wilsonville School District to build a new school in the area. 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.

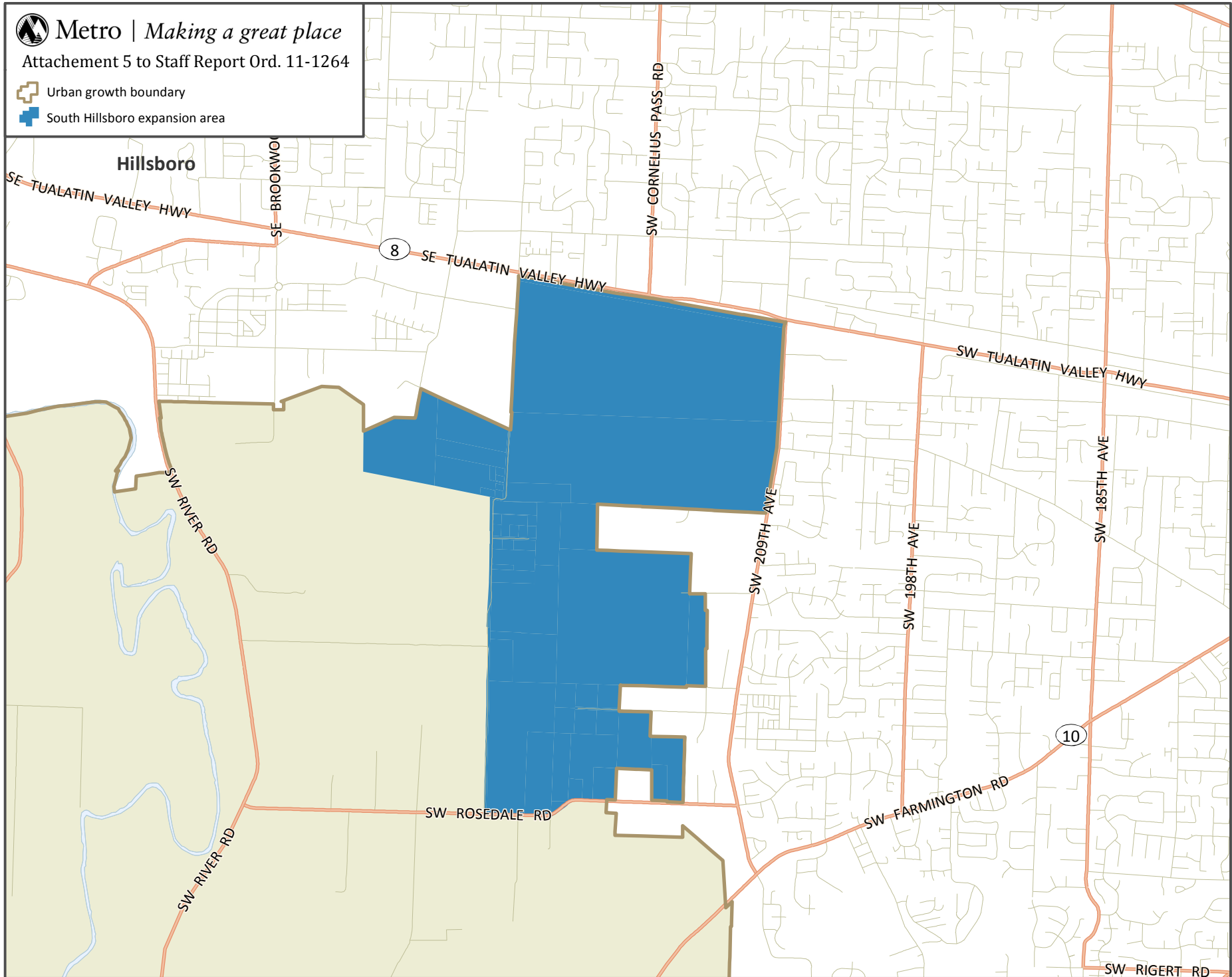


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Attachement 5 to Staff Report Ord. 11-1264

 Urban growth boundary



 South Hillsboro expansion area

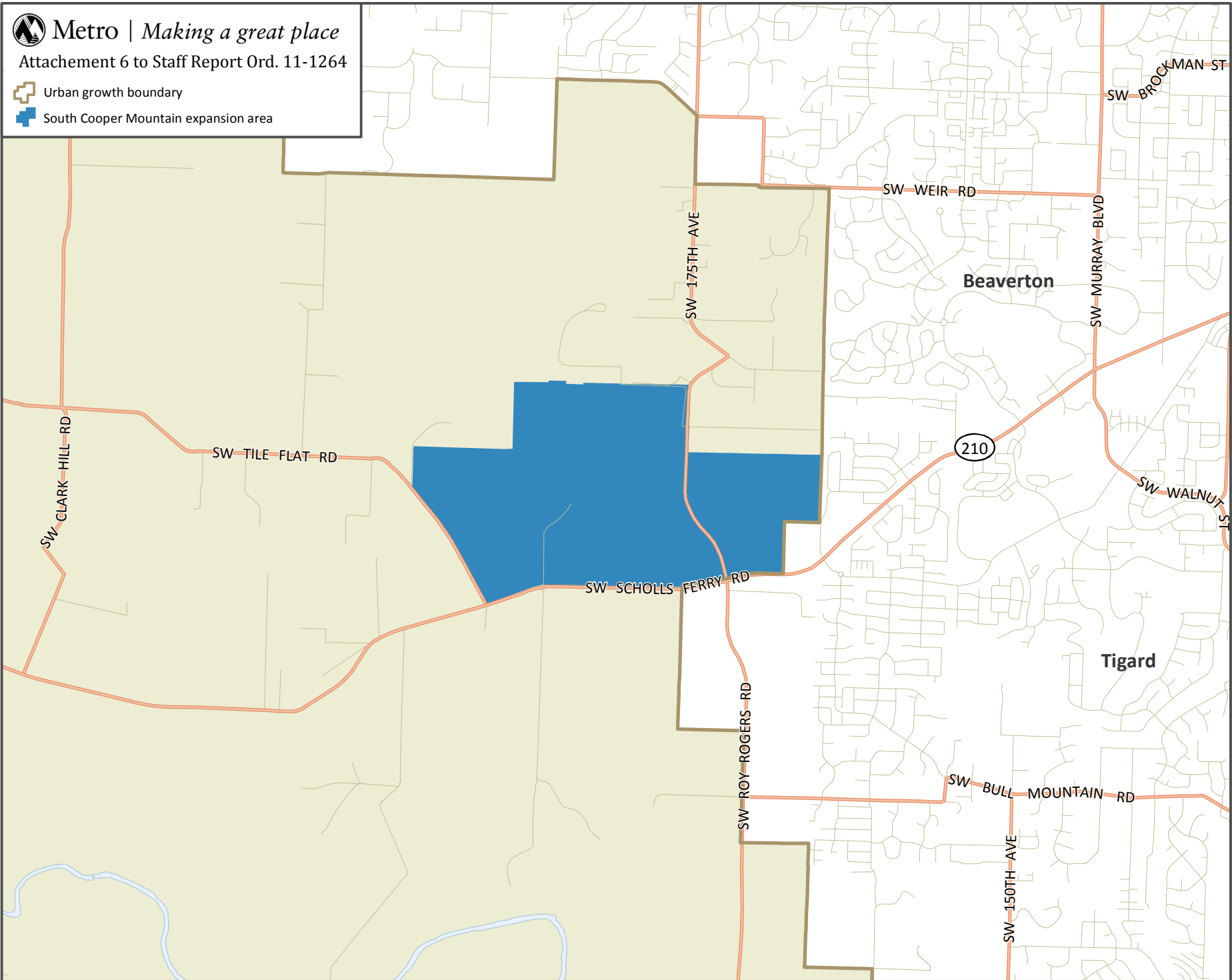




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Attachment 6 to Staff Report Ord. 11-1264



-  Urban growth boundary
-  South Cooper Mountain expansion area

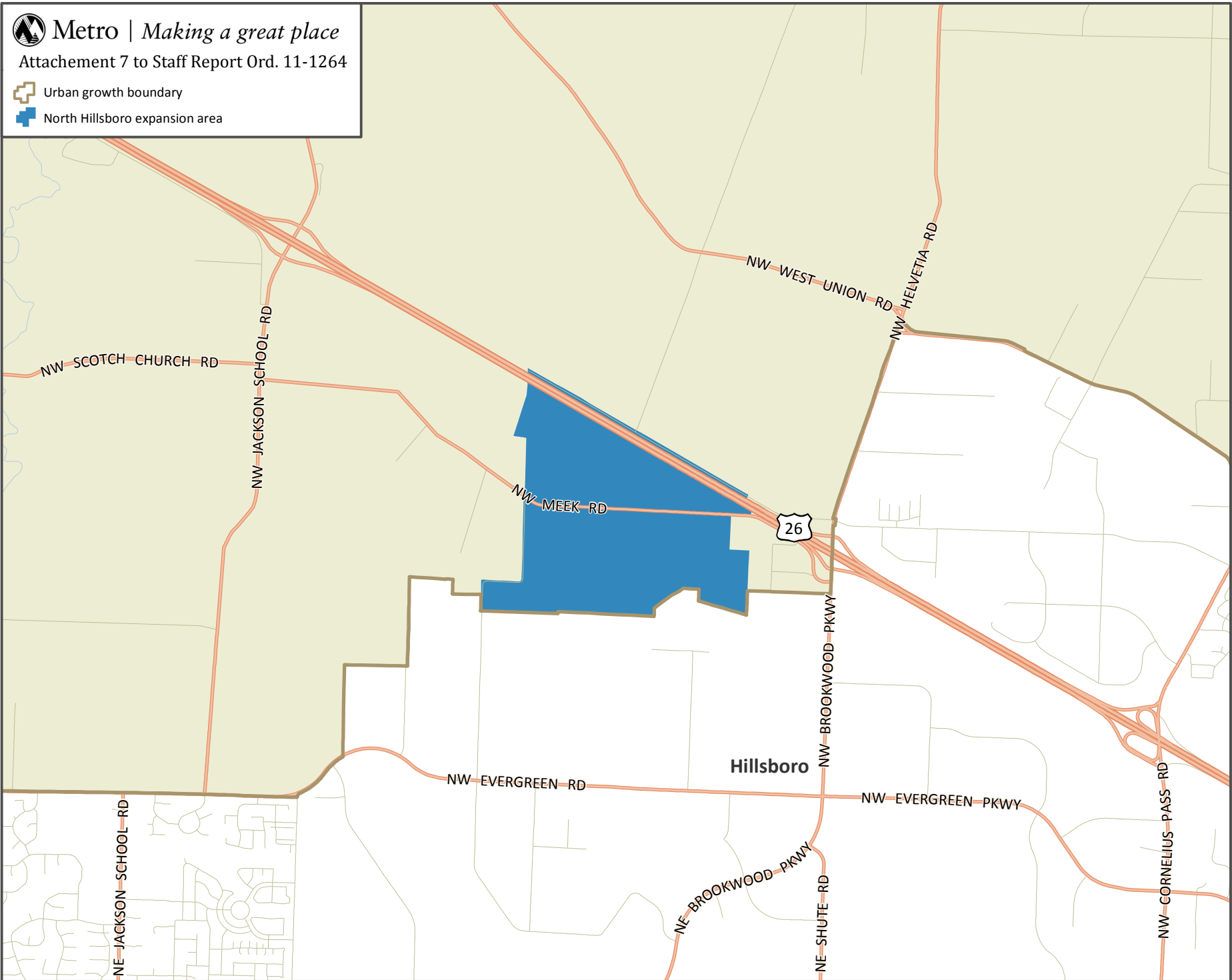




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Attachment 7 to Staff Report Ord. 11-1264

-  Urban growth boundary
-  North Hillsboro expansion area



MEMORANDUM

PROJECT NUMBER: 2110198.00 DATE: July 25, 2011
 PROJECT NAME: Hillsboro UGB Infrastructure Assessments

TO: File
 FROM: Matt Butts, P.E.
 Brent Nielsen, P.E.

SUBJECT: Hillsboro Site-Specific Notes

Our scope to analyze and assess three additional areas for the City of Hillsboro was defined to match the previous efforts of the consultant team for Metro. That project involved analysis and general cost estimating of public infrastructure needed to serve designated urban reserve properties across the region. While the scope of the original study was defined as best as possible to create a basis for comparison across jurisdictions, each individual area is subject to certain differences. For example, some areas have been subject to significant previous analysis and preliminary concept planning.

Additionally, the percent of infrastructure costs attributable to the public versus private sector varies from jurisdiction to jurisdiction and between infrastructure types. This analysis does not attempt identify how much of total estimated costs will be paid for from public versus private funds. Thus, the actual public costs associated with infrastructure needed to support future development may vary from area to area.

Metro's Urban Growth Report (UGR) accepted by the Metro Council on December 10, 2009, found, due to a series of factors contained in the report, a potential need for additional residential capacity and a need for industrial lands in large site (greater than 50 buildable acres) configurations. This analysis was specific to a collection of eighteen sets of properties proposed to meet this unmet demand for residential and large-site industrial uses. Based on the scope of work, discussions with Metro, and previous experience, our review focused on three topic areas: public utilities, parks, and schools. Refer to the Metro UGB Analysis report (August 2010) for a detailed description of the methodology used for the study.

In many cases infrastructure and public utility capacities are available for the expansion of the service areas, but this capacity may not be specifically dedicated to any given future development area. The three additional sets of large-site industrial use properties contained within the Hillsboro study have unique differences as well – focused primarily on transportation.

Transportation Studies

The transportation piece of both the original Metro and follow-up Hillsboro studies are generated by Metro staff via the Federal HERS-ST (Highway Economic Requirements System – State Version) software and methodology. This approach estimates initial costs of improvements, reconstructions, and widenings or realignments based on a number of physical considerations (including sensitive lands impact, topography, rail or waterway crossings, etc.) and a cost indexing by state.

In the case of the areas under consideration for addition to the UGB under Hillsboro's jurisdiction, the City and County have reviewed the potential roadway network in past efforts. The City analysis differs from the HERS-ST conclusions, offering a higher transportation cost, due to an assumed higher number of lane miles. As well, the HERS-ST transportation analysis does not specifically address "off-site" needs, either in concept or in cost. In the review of the areas along the Highway 26 corridor though, this discounts their accessibility to a major,

existing highway facility, the level of improvement already in place at highway interchanges, and funding commitments planned for additional improvements within the planning period.

Attached maps show the Highway 26 corridor with the proposed arterial and collector roads identified by the City for expansion or new construction in the Hillsboro study areas. The transportation improvements listed in the analysis findings are based on planning provided by Metro, conducted under a separate effort. The following table compares the transportation improvement studies from the Metro and City planning efforts.

	City of Hillsboro Study				Metro Study
	Collector ¹ (lane mi.)	Arterial ² (lane mi.)	Principal Arterial ³ (lane mi.)	Total Lane Miles	Total Lane Miles ⁴
Base Area: COO Recommendation	1.0	4.4	5.1	10.5	2.17
Alternative 1: Jackson School (includes Base roadways)	2.5	9.7	0.0	12.2	9.17
Alternative 2: Waibel Creek South (includes Base roadways)	2.0	8.3	0.0	10.3	12.47
Alternative 3: Groveland Road (includes Base roadways)	2.0	0.0	14.4	16.4	15.27

Notes: ¹ Collector lane miles were estimated from Hillsboro mapping based on an average ratio of 2.5 lane miles per mile of roadway.

² Arterial lane miles were estimated from Hillsboro mapping based on an assumed 4-lane roadway section.

³ Principal arterial lane miles were estimated from Hillsboro mapping based on an assumed 6-lane roadway section.

⁴ Roadway improvements based on data provided by Metro

Water and Sewer Improvements

With regard to the public utility system improvements associated with potential UGB expansion, we identified the highest additional costs associated with extending water and sewer service to the properties located in the Groveland Road study area, due to crossing Highway 26. Based on City master planning, we do not foresee any capacity issues for the water treatment or wastewater treatment systems; however, any water distribution or sewer trunk pipelines serving this area would need to cross the highway. We have presumed that a utility crossing in this area would be completed at the existing Brookwood Parkway interchange location.

Exhibit List

Infrastructure Cost Exhibits

COO Study Area - Base

Alternative #1 - Jackson School

Alternative #2 – Waibel Creek South

Alternative #3 – Groveland Road

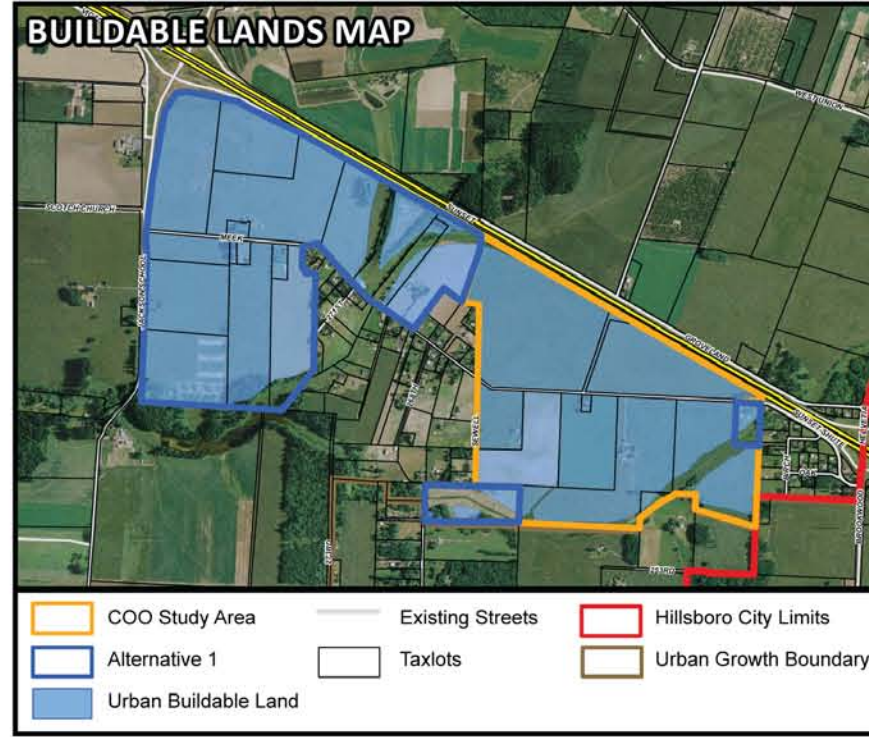
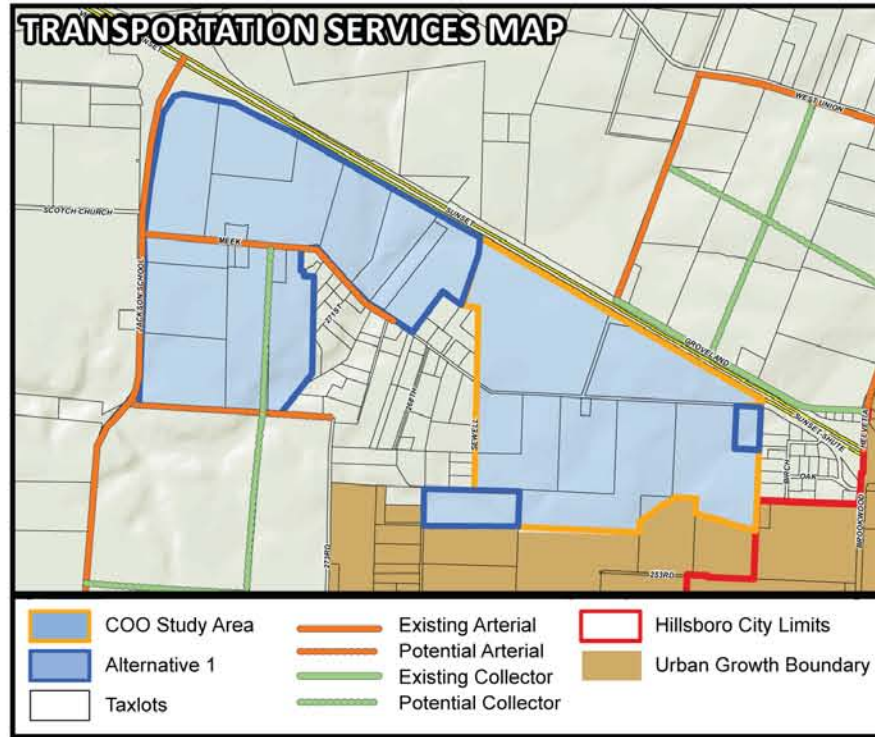
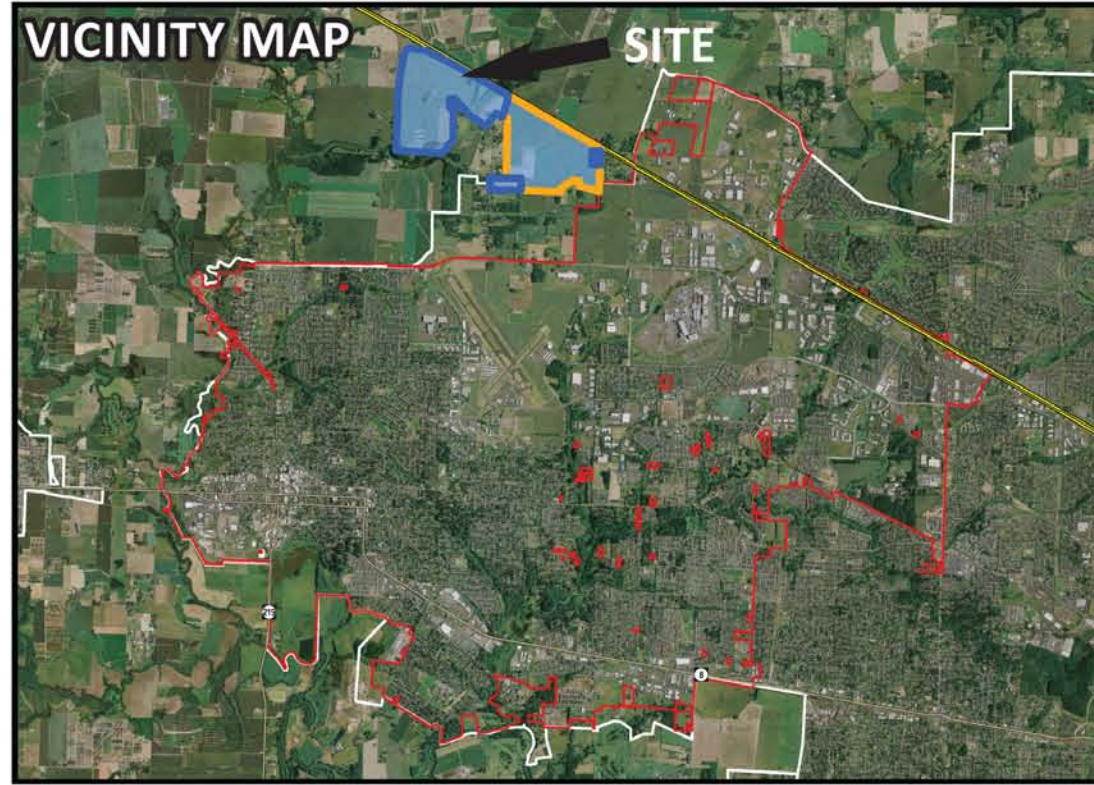
City of Hillsboro Transportation Maps –

Map 3: North Hillsboro UGB Expansion Alternative #1 - Concept Streets

Map 4: North Hillsboro UGB Expansion Alternative #2 - Concept Streets

Map 5: North Hillsboro UGB Expansion Alternative #3 - Concept Streets

Alternative #1: Jackson School Study Area

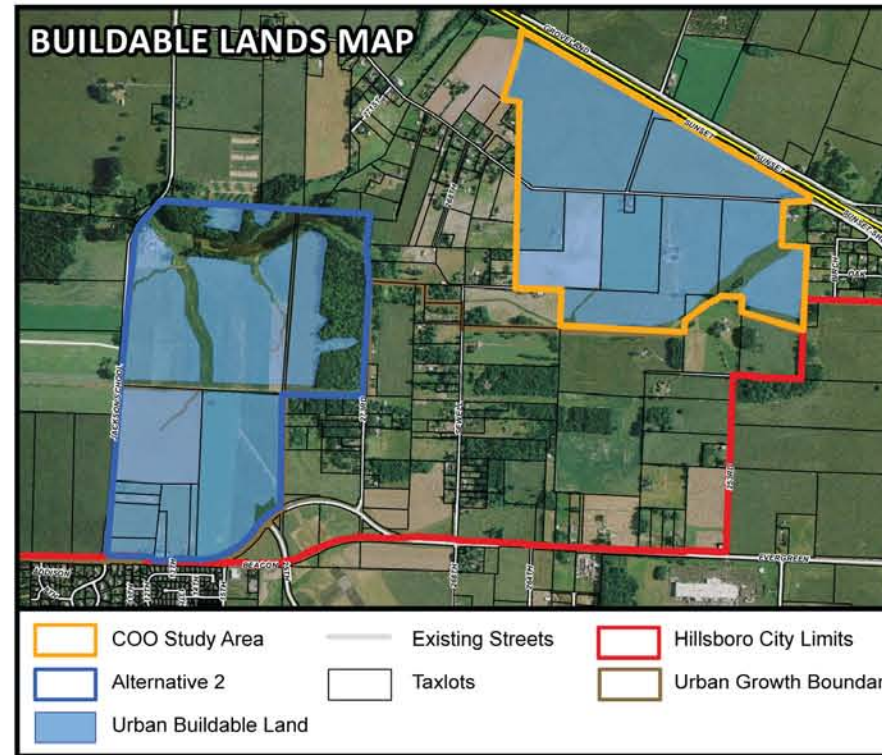
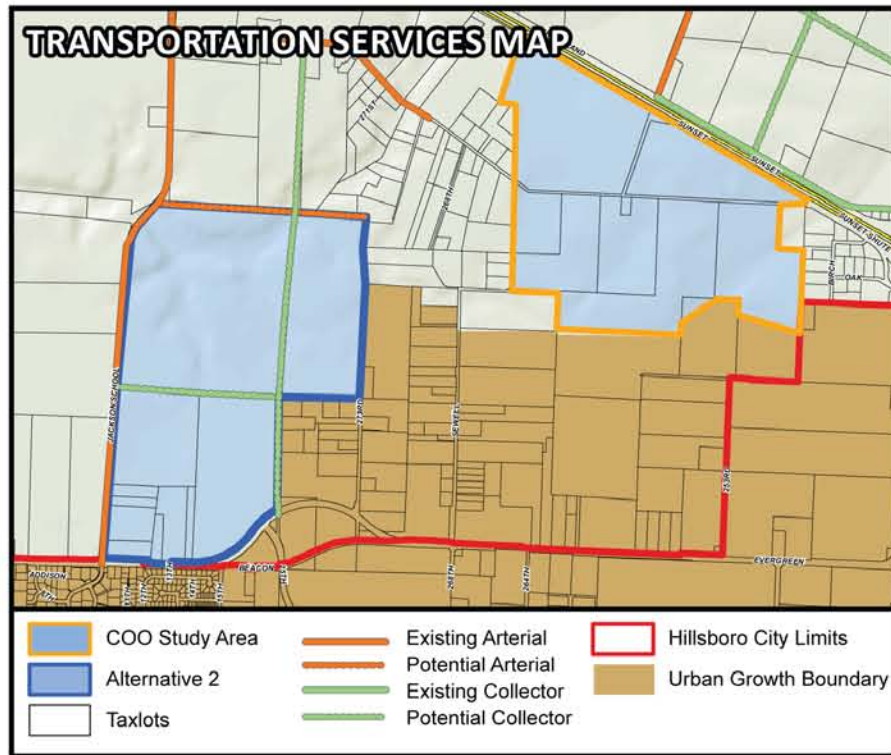
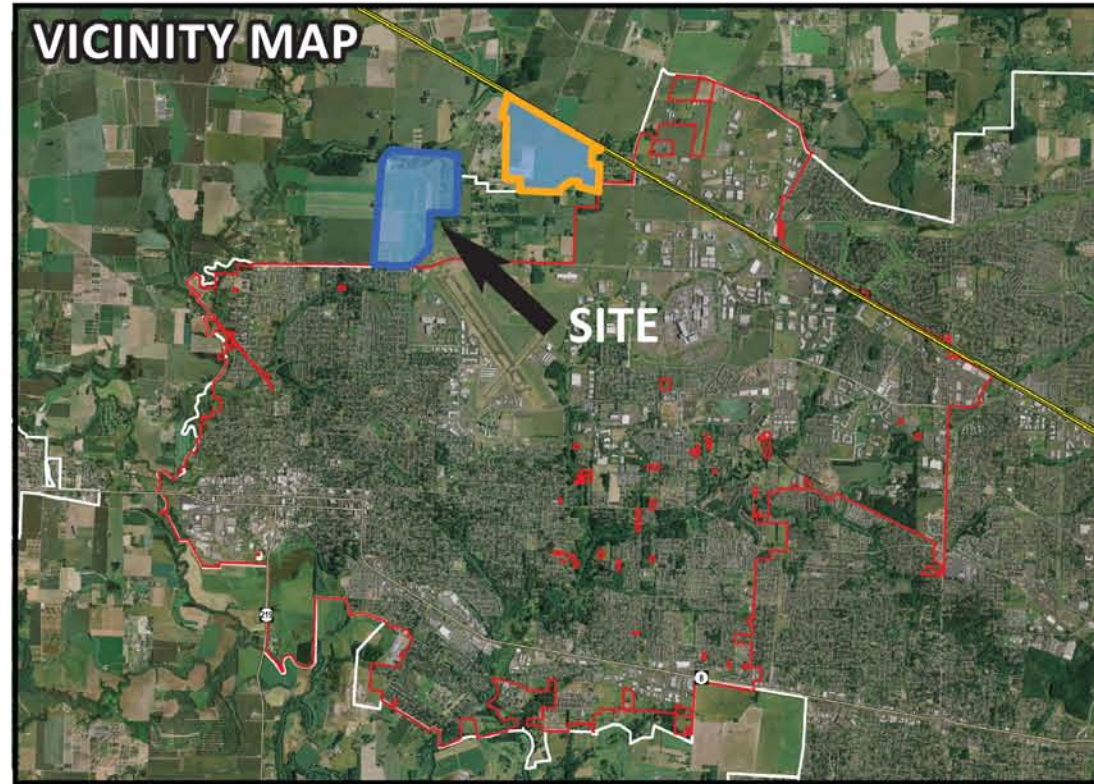


Infrastructure Costs - Alternative #1 - Jackson School Study Area				
Study Area Data	Total Study Area Land		697 acres	
	Total Constrained Land		63 acres	
	Net Buildable Land		634 acres	
Sanitary Sewer Service (Clean Water Services)	Pipe Size	8"-12"	12"-18"	18"+ 12+" Force
	Total Pipe Length	14800	4600	4100 2200
	Per-Foot Pipe Cost	\$120	\$160	\$180 \$250
	Construction Cost	\$ 1,776,000	\$ 736,000	\$ 738,000 \$ 550,000
	Subtotal - Study Area Pipe Network			\$ 3,800,000
	System Upgrades: Pump Station and Distribution			\$ 1,500,000
	System Upgrades: Treatment Facilities			N/A
System Upgrades: Associated Maintenance Increase			\$ 500,000	
Total Sewer System Infrastructure Cost:			\$ 5,800,000	
Water Distribution Service (City of Hillsboro)	Estimated Water Demand:		600,000 gpd	
	Pipe Size	12"-18"	18"-24"	24"+
	Total Pipe Length	18300	4900	9300
	Per-Foot Pipe Cost	\$100	\$150	\$200
	Construction Cost	\$ 1,830,000	\$ 735,000	\$ 1,860,000
	Subtotal - Study Area Water Pipe Network			\$ 4,425,000
	System Upgrades: Pump Station and Distribution			N/A
System Upgrades: Treatment Facilities			N/A	
System Upgrades: Associated Maintenance Increase			\$ 500,000	
Total Water System Infrastructure Cost:			\$ 4,925,000	
Storm Sewer Service (City of Hillsboro)	Pipe Size	12"-18"	18"-24"	24"-48" 48"+
	Total Pipe Length	6600	5400	8700 4200
	Per-Foot Pipe Cost	\$135	\$175	\$220 \$330
	Construction Cost	\$ 891,000	\$ 945,000	\$ 1,914,000 \$ 1,386,000
Total Storm System Infrastructure Cost:			\$ 5,136,000	
Transportation Service*	Projected Lane Miles to be Built (including Base Study Area)		9.17	
	Cost per Added Lane Mile (millions)		\$12.08	
	Total Road System Infrastructure Cost (millions):			\$ 110.77

*Data provided by Metro thru the HERS-ST estimating approach

Alternative #2:

Waibel Creek South Study Area

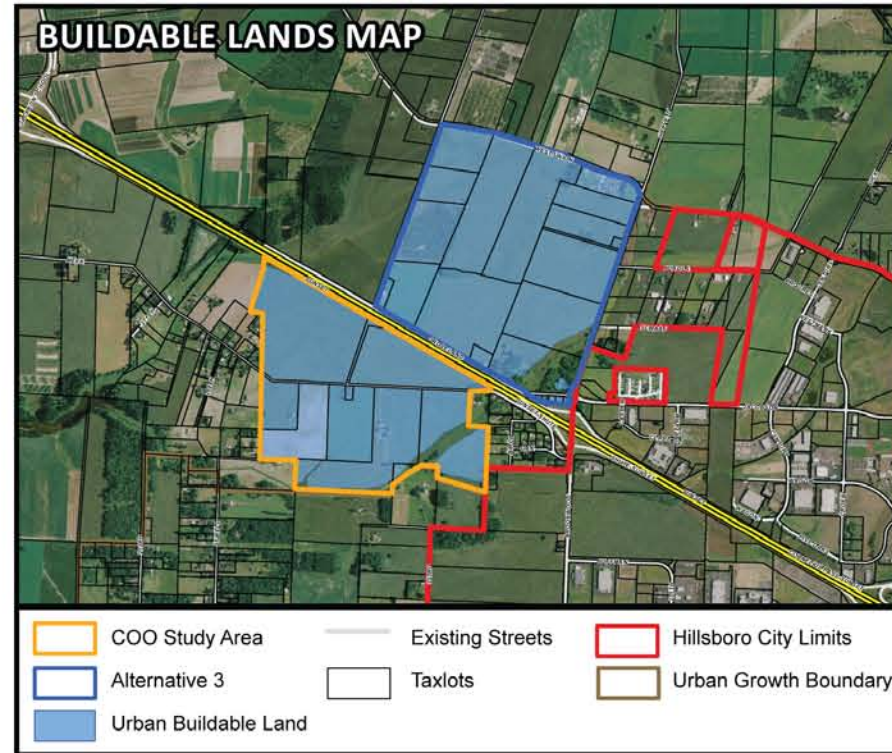
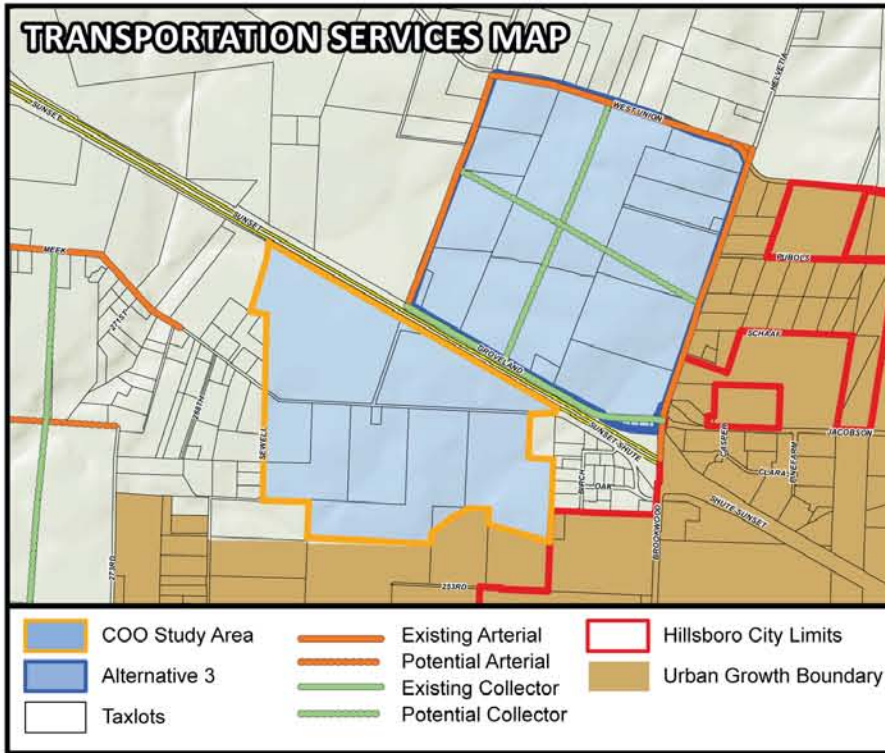
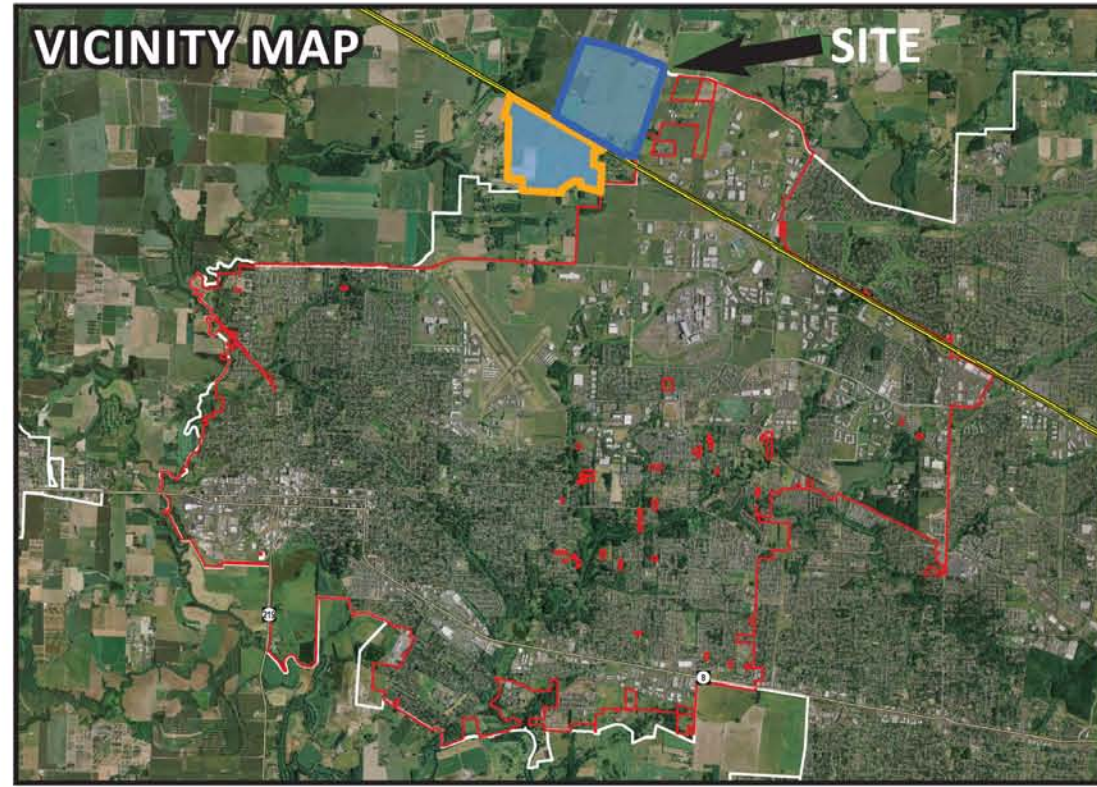


Infrastructure Costs - Alternative #2 - Waibel Creek South Study Area					
Study Area Data	Total Study Area Land		677 acres		
	Total Constrained Land		117 acres		
	Net Buildable Land		560 acres		
Sanitary Sewer Service (Clean Water Services)	Pipe Size	8"-12"	12"-18"	18"+ 12+" Force	
	Total Pipe Length	13100	4000	3600 2000	
	Per-Foot Pipe Cost	\$120	\$160	\$180 \$250	
	Construction Cost	\$ 1,572,000	\$ 640,000	\$ 648,000 \$ 500,000	
	Subtotal - Study Area Pipe Network				\$ 3,360,000
	System Upgrades: Pump Station and Distribution				\$ 1,500,000
	System Upgrades: Treatment Facilities				N/A
System Upgrades: Associated Maintenance Increase				\$ 500,000	
Total Sewer System Infrastructure Cost:				\$ 5,360,000	
Water Distribution Service (City of Hillsboro)	Estimated Water Demand:		600,000 gpd		
	Pipe Size	12"-18"	18"-24"	24"+	
	Total Pipe Length	16200	4400	8200	
	Per-Foot Pipe Cost	\$100	\$150	\$200	
	Construction Cost	\$ 1,620,000	\$ 660,000	\$ 1,640,000	
	Subtotal - Study Area Water Pipe Network				\$ 3,920,000
	System Upgrades: Pump Station and Distribution				N/A
System Upgrades: Treatment Facilities				N/A	
System Upgrades: Associated Maintenance Increase				\$ 500,000	
Total Water System Infrastructure Cost:				\$ 4,420,000	
Storm Sewer Service (City of Hillsboro)	Pipe Size	12"-18"	18"-24"	24"-48" 48"+	
	Total Pipe Length	5800	4800	7700 3700	
	Per-Foot Pipe Cost	\$135	\$175	\$220 \$330	
	Construction Cost	\$ 783,000	\$ 840,000	\$ 1,694,000 \$ 1,221,000	
Total Storm System Infrastructure Cost:				\$ 4,538,000	
Transportation Service*	Projected Lane Miles to be Built (including Base Study Area)		12.47		
	Cost per Added Lane Mile (millions)		\$12.68		
	Total Road System Infrastructure Cost (millions):		\$ 158.16		

*Data provided by Metro thru the HERS-ST estimating approach

Alternative #3:

Groveland Road Study Area

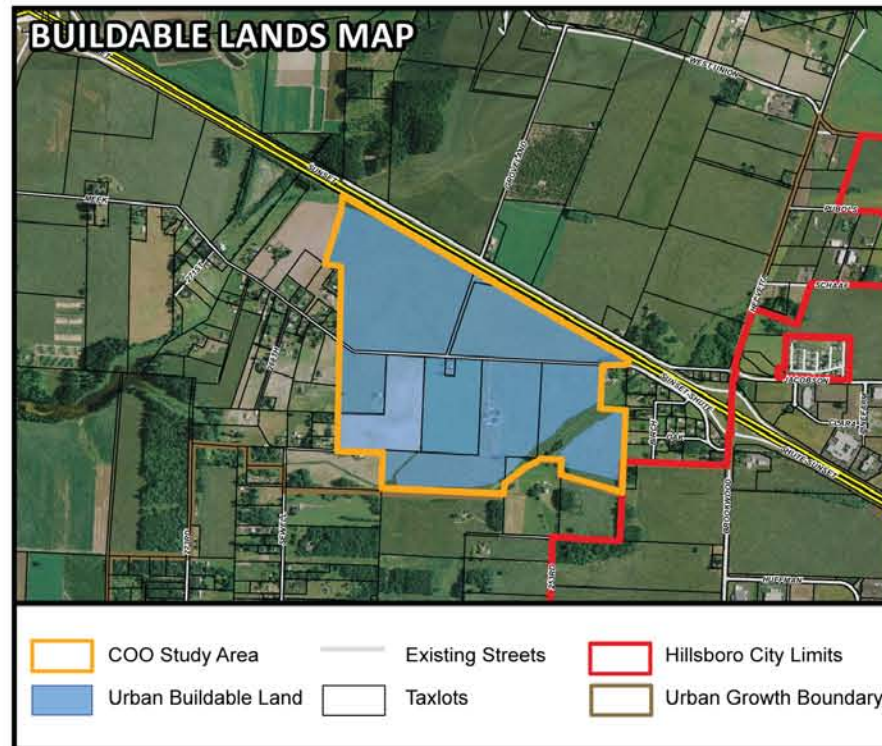
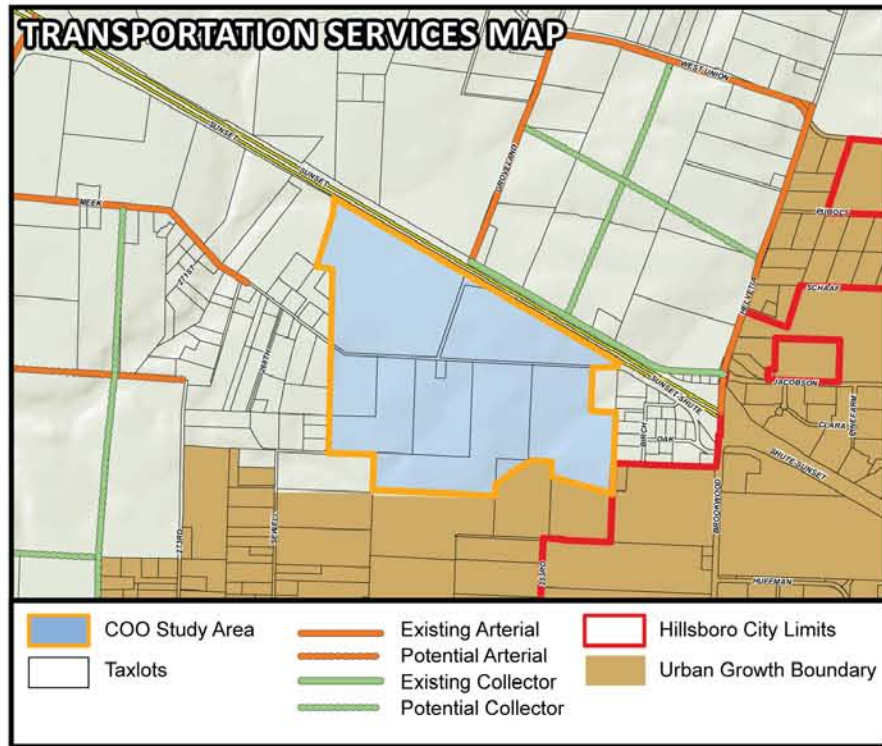
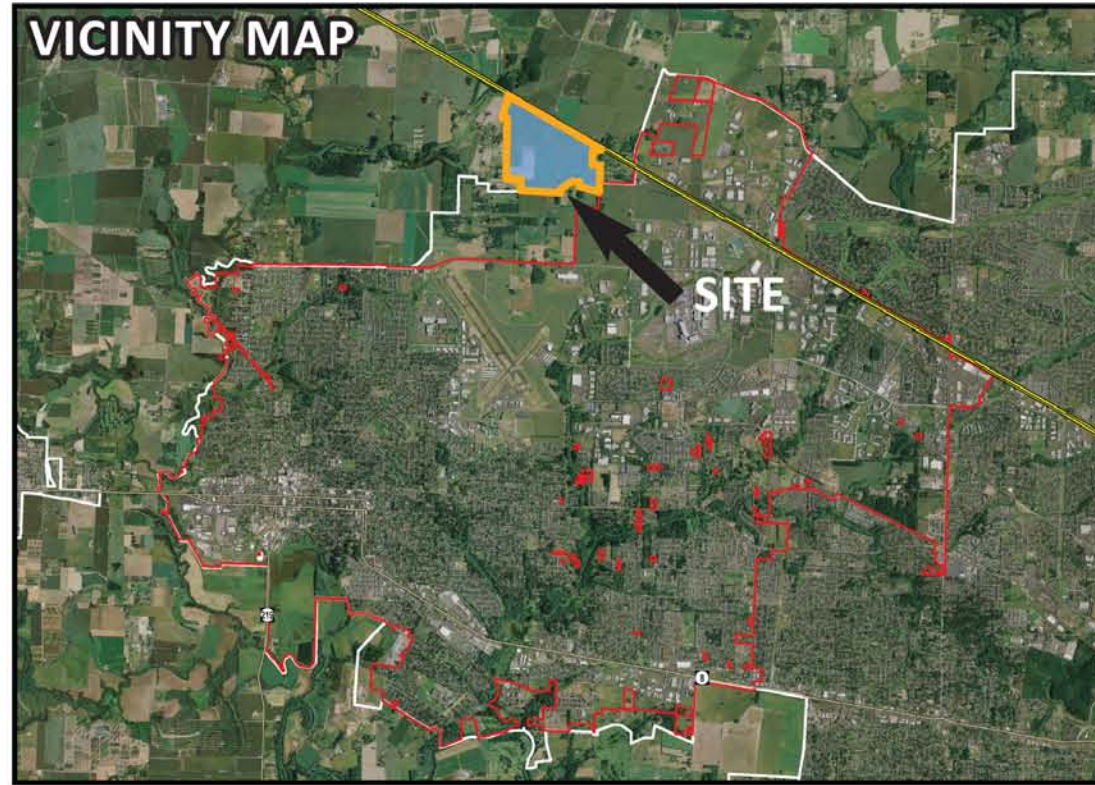


Infrastructure Costs - Alternative #3 - Groveland Road Study Area					
Study Area Data	Total Study Area Land		712 acres		
	Total Constrained Land		42 acres		
	Net Buildable Land		670 acres		
Sanitary Sewer Service (Clean Water Services)	Pipe Size	8"-12"	12"-18"	18"+ 12"+ Force	
	Total Pipe Length	15600	4800	4300 2300	
	Per-Foot Pipe Cost	\$120	\$160	\$180 \$250	
	Construction Cost	\$ 1,872,000	\$ 768,000	\$ 774,000 \$ 575,000	
	Subtotal - Study Area Pipe Network				\$ 3,989,000
	System Upgrades: Pump Station and Distribution				\$ 1,500,000
	System Upgrades: Treatment Facilities				N/A
System Upgrades: Associated Maintenance Increase				\$ 600,000	
Total Sewer System Infrastructure Cost:				\$ 6,089,000	
Water Distribution Service (City of Hillsboro)	Estimated Water Demand:		700,000 gpd		
	Pipe Size	12"-18"	18"-24"	24"+	
	Total Pipe Length	19400	5200	9900	
	Per-Foot Pipe Cost	\$100	\$150	\$200	
	Construction Cost	\$ 1,940,000	\$ 780,000	\$ 1,980,000	
	Subtotal - Study Area Water Pipe Network				\$ 4,700,000
	System Upgrades: Distribution pipeline across Highway US26				\$ 1,200,000
System Upgrades: Treatment Facilities				N/A	
System Upgrades: Associated Maintenance Increase				\$ 500,000	
Total Water System Infrastructure Cost:				\$ 6,400,000	
Storm Sewer Service (City of Hillsboro)	Pipe Size	12"-18"	18"-24"	24"-48" 48"+	
	Total Pipe Length	7000	5700	9200 4400	
	Per-Foot Pipe Cost	\$135	\$175	\$220 \$330	
	Construction Cost	\$ 945,000	\$ 997,500	\$ 2,024,000 \$ 1,452,000	
Total Storm System Infrastructure Cost:				\$ 5,418,500	
Transportation Service*	Projected Lane Miles to be Built (including Base Study Area)		15.27		
	Cost per Added Lane Mile (millions)		\$11.64		
	Total Road System Infrastructure Cost (millions):		\$ 177.70		

*Data provided by Metro thru the HERS-ST estimating approach

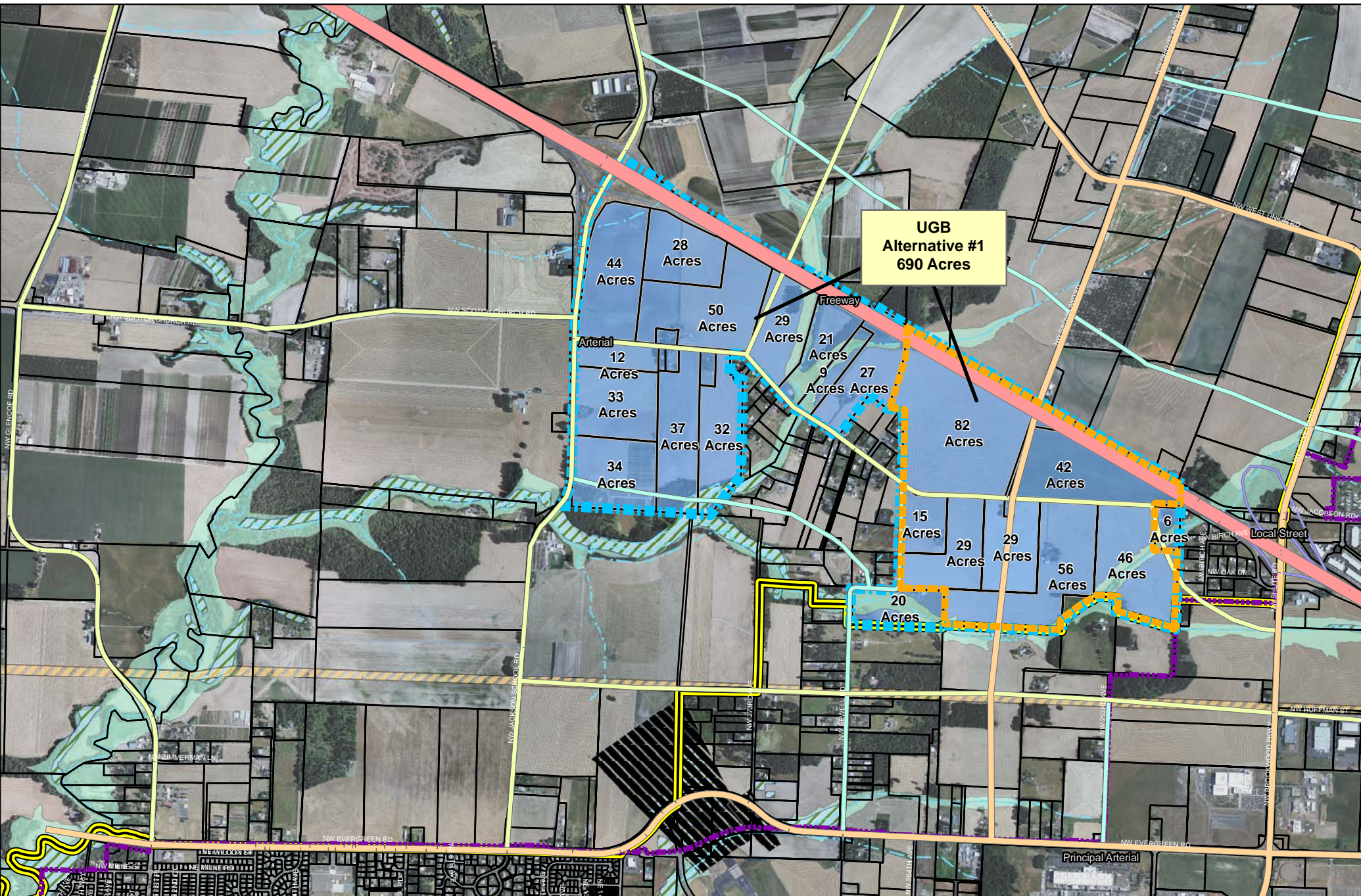
Metro COO Study Area

*Previously included in Metro analysis



Infrastructure Costs - COO Study Area					
Study Area Data	Total Study Area Land		308 acres		
	Total Constrained Land		18 acres		
	Net Buildable Land		290 acres		
Sanitary Sewer Service (Clean Water Services)	Pipe Size	8"-12"	12"-18"	18"+	12+" Force
	Total Pipe Length	6800	2100	1900	1000
	Per-Foot Pipe Cost	\$120	\$160	\$180	\$250
	Construction Cost	\$ 816,000	\$ 336,000	\$ 342,000	\$ 250,000
	Subtotal - Study Area Pipe Network				\$ 1,744,000
	System Upgrades: Pump Station and Distribution				\$ 1,300,000
	System Upgrades: Treatment Facilities				N/A
System Upgrades: Associated Maintenance Increase				\$ 250,000	
Total Sewer System Infrastructure Cost:				\$ 3,294,000	
Water Distribution Service (City of Hillsboro)	Estimated Water Demand:		300,000 gpd		
	Pipe Size	12"-18"	18"-24"	24"+	
	Total Pipe Length	8400	2300	4300	
	Per-Foot Pipe Cost	\$100	\$150	\$200	
	Construction Cost	\$ 840,000	\$ 345,000	\$ 860,000	
	Subtotal - Study Area Water Pipe Network				\$ 2,045,000
	System Upgrades: Pump Station and Distribution				N/A
System Upgrades: Treatment Facilities				N/A	
System Upgrades: Associated Maintenance Increase				\$ 500,000	
Total Water System Infrastructure Cost:				\$ 2,545,000	
Storm Sewer Service (City of Hillsboro)	Pipe Size	12"-18"	18"-24"	24"-48"	48"+
	Total Pipe Length	3000	2500	4000	1900
	Per-Foot Pipe Cost	\$135	\$175	\$220	\$330
	Construction Cost	\$ 405,000	\$ 437,500	\$ 880,000	\$ 627,000
Total Storm System Infrastructure Cost:				\$ 2,349,500	
Transportation Service*	Projected Lane Miles to be Built		2.17		
	Cost per Added Lane Mile (millions)		\$11.17		
	Total Road System Infrastructure Cost (millions):				\$ 24.23

*Data provided by Metro thru the HERS-ST estimating approach



City of Hillsboro
PLANNING DEPARTMENT
 Long Range Planning
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 Tel: 503.681.6153
 Fax: 503.681.6245

Map 3
North Hillsboro
UGB Expansion

1 inch = 0.38 miles
 1 inch = 2,000 feet

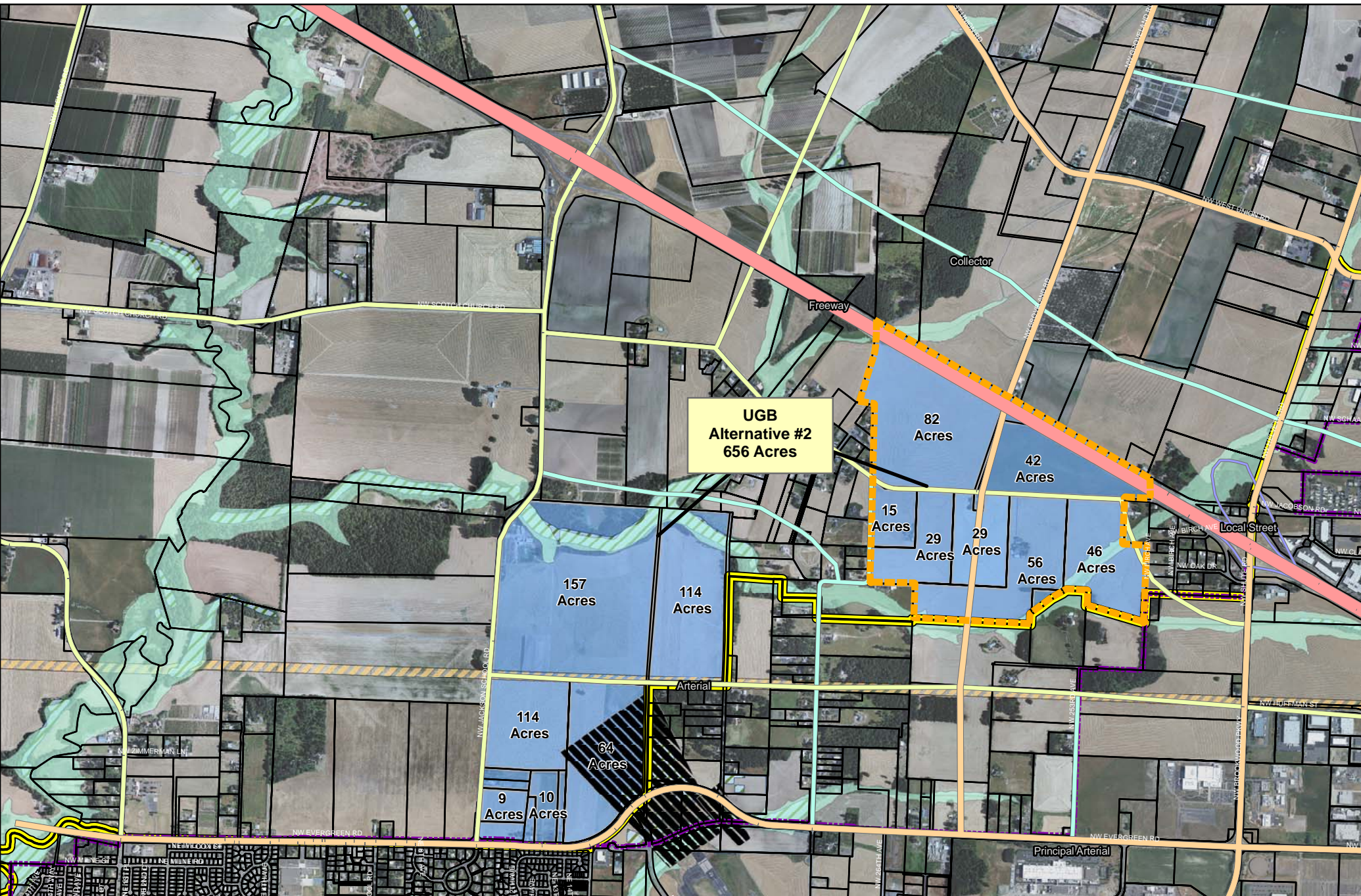
- Concept Streets**
- Local Street
 - Neighborhood Route
 - Collector
 - Arterial
 - Principal Arterial
 - Freeway
- Alternative #1**
- Alternative #1 Boundary
 - Alt #1 Taxlots over 5 acres
 - COO Recommendation
 - Urban Growth Boundary
- Hillsboro City Limits**
- FEMA 100 Yr Floodplain
 - Wetlands
 - BPA ROW
 - Airport Restriction Zone 1
 - Tax lots

Alt #1 Gross Taxlot Acres	Less: Constraints	Net Acres	Less: 10% for Future Roads	Net Buildable Acres	Employment Density	Employment Capacity
690	(47)	643	(64)	579	19.6	11,347

Source:
 City of Hillsboro GIS
 - Current as of May 2010
 Washington County GIS
 - Current as of May 2010
 Metro RLIS
 - Current as of May 2010

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.

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 File: WUGS_Projects\Range
 Urban Reserve\UGB\UGB Scenario Update 041411
 RoadNetwork\Alt1_North_UGB_Exp_6x11_041411_Street.mxd



Map 4 North Hillsboro UGB Expansion

1 inch = 0.38 miles
 1 inch = 2,000 feet

Concept Streets

- Local Street
- Neighborhood Route
- Collector
- Arterial
- Principal Arterial
- Freeway

UGB Alternative #2

- Alt #2 Taxlots over 5 acres
- COO Recommendation
- Urban Growth Boundary
- Hillsboro City Limits

Other Features

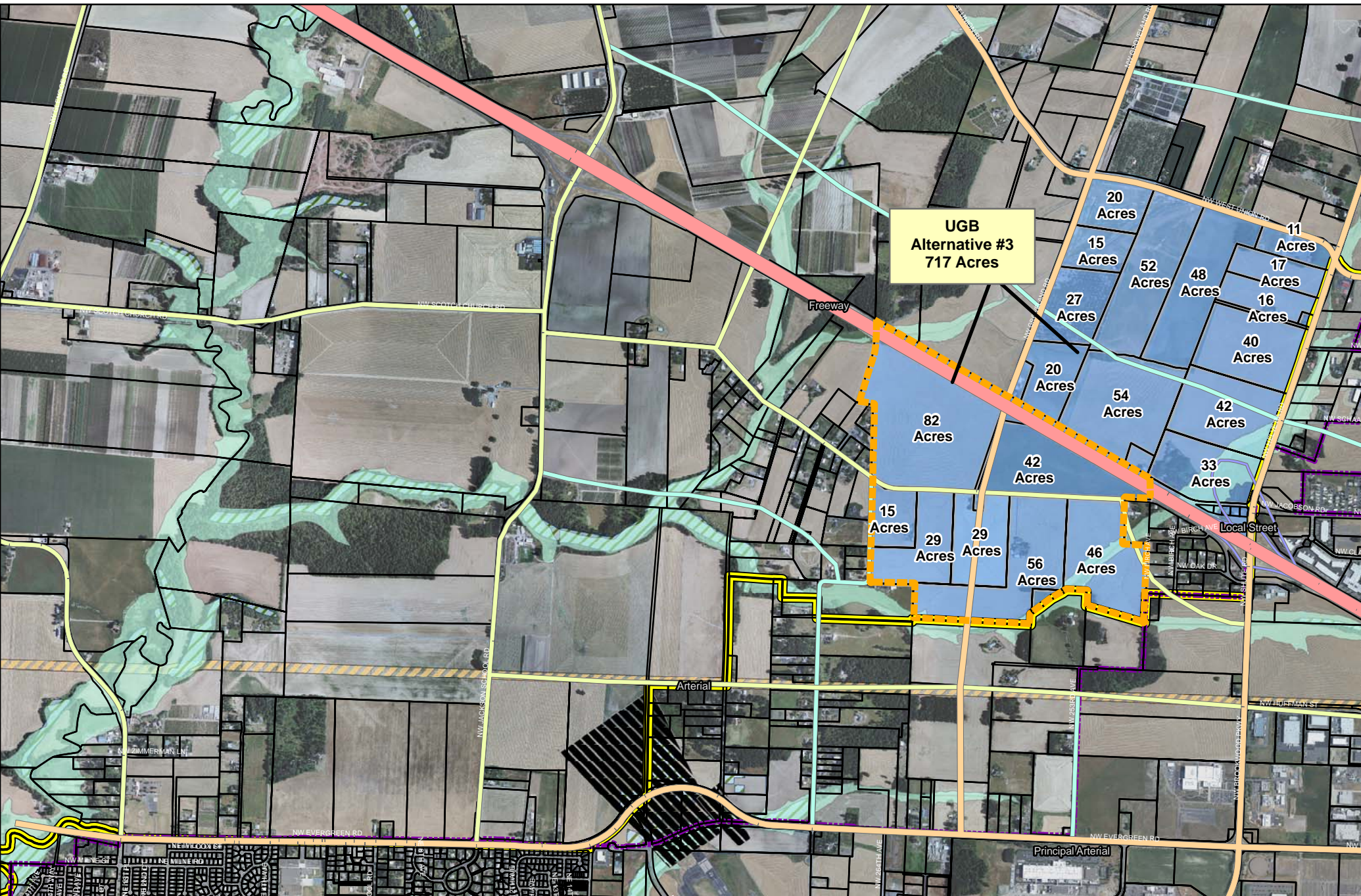
- FEMA 100 Yr Floodplain
- Wetlands
- BPA ROW
- Airport Restriction Zone 1
- Tax lots

Alt #2 Gross Taxlot Acres	Less: Constraints	Net Acres	Less: 10% for Future Roads	Net Buildable Acres	Employment Density	Employment Capacity
656	(109)	547	(55)	493	19.6	9,657

Source:
 City of Hillsboro GIS
 - Current as of March 2011
 Washington County GIS
 - Current as of March 2011
 Metro RLIS
 - Current as of March 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.

Printing Date: June 16, 2011
 File: WUGS_Projects\UGB\UGB_Scenario Update 041411_Urban Reserve\UGB\UGB_Exp_041411_Sheets.mxd



City of Hillsboro
PLANNING DEPARTMENT
 Long Range Planning
 150 E. Main Street, Fourth Floor
 Hillsboro, OR 97123-4028
 www.ci.hillsboro.or.us
 Tel: 503.681.6153
 Fax: 503.681.6245

Map 5
North Hillsboro
UGB Expansion

1 inch = 0.38 miles
 1 inch = 2,000 feet

- Concept Streets**
- Local Street
 - Neighborhood Route
 - Collector
 - Arterial
 - Principal Arterial
 - Freeway
- Alternative #3
- Alt #3 Taxlots over 5 acres
 - COO Recommendation
 - Urban Growth Boundary
 - Hillsboro City Limits
 - FEMA 100 Yr Floodplain
 - Wetlands
 - BPA ROW
 - Airport Restriction Zone 1
 - Tax lots


Alt #3 Gross Taxlot Acres	Less: Constraints	Net Acres	Less: 10% for Future Roads	Net Buildable Acres	Employment Density	Employment Capacity
717	(137)	580	(58)	522	19.6	10,231


Source:
 City of Hillsboro GIS
 - Current as of March 2011
 Washington County GIS
 - Current as of March 2011
 Metro RLIS
 - Current as of March 2011

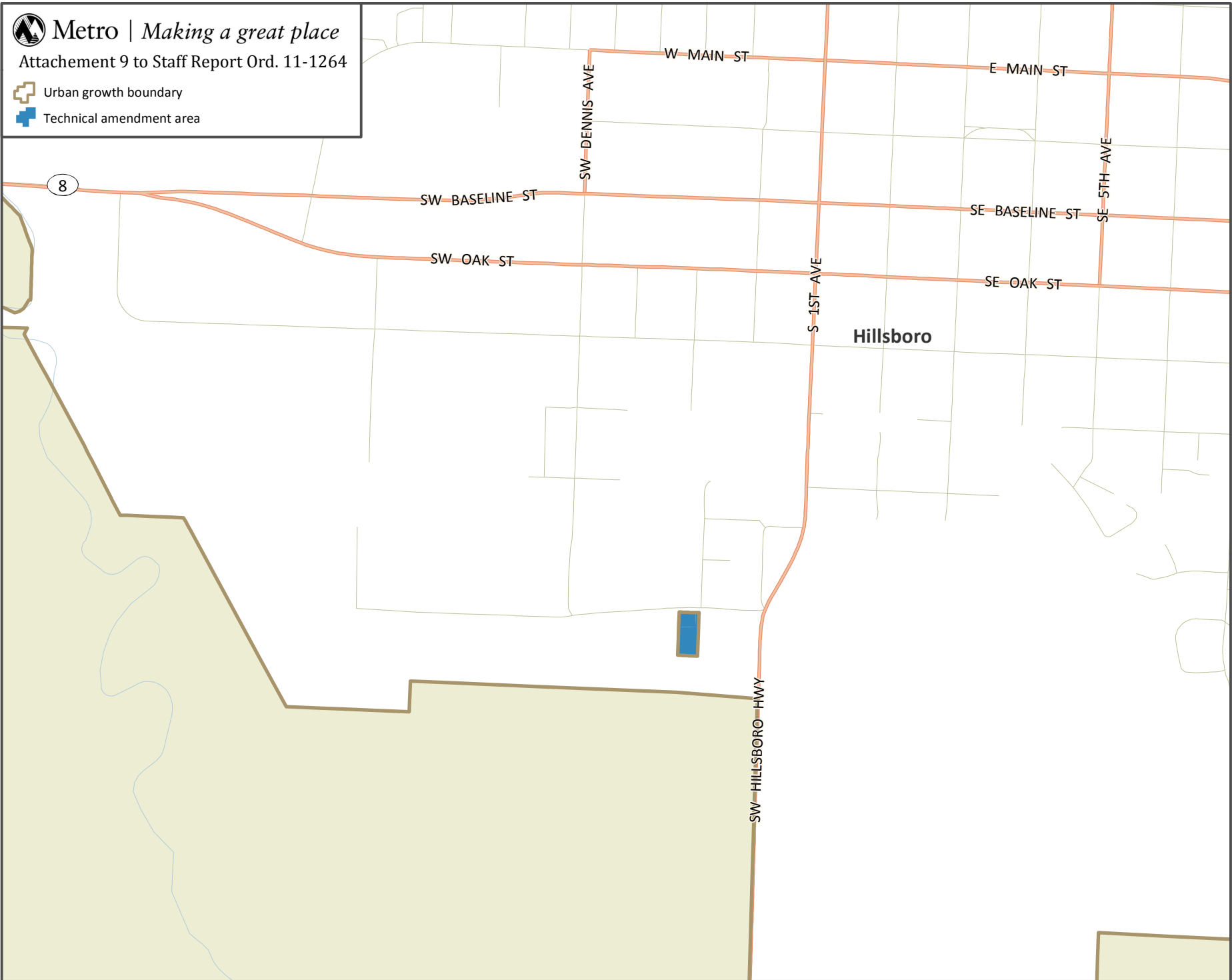
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Printing Date: June 16, 2011
 File: W:\GIS_Projects\Range\Urban Reserve\UGB\UGB_Scenario Update 041411\RoadNetwork\UGB_NoH_UGB_Exp_6x11_041411_Sheets.mxd



 Urban growth boundary

 Technical amendment area



Materials following this page were distributed at the meeting.



METRO COUNCIL MEETING

Meeting Summary

Oct. 6 2011

Beaverton City Library, Rooms A/B

Councilors Present: Council President Tom Hughes and Councilors Carl Hosticka, Barbara Roberts, Carlotta Collette, Kathryn Harrington, and Shirley Craddick

Councilors Excused: Councilor Rex Burkholder

Council President Hughes convened the regular Council meeting at 5:01 p.m.

1. **INTRODUCTIONS**

Council President Hughes thanked Mayor Denny Doyle of the City of Beaverton for allowing the Council to use the City's library for the meeting and public hearing.

2. **ORDINANCES – FIRST READING**

2.1 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.

2.1.1 *Metro Staff Report*

Mr. John Williams, Mr. Tim O'Brien and Mr. Dick Benner of Metro provided a brief presentation on Ordinance No. 11-1264. Staff overviewed the urban growth management process to date, the Chief Operating Officer's recommended areas for urban growth boundary expansion, the Metro Policy Advisory Committee (MPAC) recommendation, and conditions on the landed added to the UGB.

Council President Hughes highlighted the following next steps:

- Council will hold a work session on Oct. 11 for further discussion on the ordinance and testimony received at the Oct. 6 public hearing.
- Council will consider and vote on any councilor-proposed amendments at their regular meeting on Oct. 13.
- Council will hold a second read, public hearing, and council consideration and vote of the ordinance on Oct. 20.

2.1.2 *Public Hearing*

Council President Hughes opened a public hearing on Ordinance No. 11-1264:

- Denny Doyle, City of Beaverton: Mayor Doyle supported the COO's recommendation to include 536-acres of South Cooper Mountain in the 2011 UGB expansion areas. The City will begin a public process to complete a concept plan for the entire South Cooper Mountain

area shortly. He stated that the area in the COO's recommendation can provide residential housing densities consistent with the lower middle third that the region has discussed since 2009. He emphasized that 83 percent of the land in the COO's request is represented by 10 land owners and that each owner has expressed consent and support for the expansion and willingness to annex to the City. The Mayor indicated that the City Council unanimously endorsed South Cooper Mountain as an expansion area in August 2010 and that the City has continued to work with stakeholders to ensure the area develops in accordance with the region's six desired outcomes. He briefly overviewed the City's community outreach, civic plan process, visioning plan, urban renewal plan, and existing infrastructure investments.

- Gretchen Buehner, City of Tigard: Councilor Buehner addressed the Council, in her role as both a city Councilor and as legal counsel for a local property owner, on the River Terrace property recently annexed into the City of Tigard. She encouraged the Council to include the 31-acre parcel and road in the UGB expansion. She 5 reasons from bringing the area into the UGB: (1) increased safety, (2) improved livability and access, (3) the City's ability to move forward with a community plan, (4) the sites proximity to the newly planned Beaverton school, and (5) development potential for west Roy Rogers Road. (Written testimony included as part of the meeting record.)
- Tim Knapp, City of Wilsonville: Mayor Knapp encouraged the Council to include Wilsonville's 316-acre Advance area in the potential UGB expansion areas. Mayor Knapp emphasized the Advance area's: (1) broad regional support; (2) the City's history of developing areas that support Metro's policies which favor compact urban development and concepts of complete community planning; (3) the City's existing jobs and housing imbalance; (4) the financial benefits for jointly planning the Advance and Frog Pond areas (e.g. offsets in shared infrastructure costs); (5) the City's continued and fast growth; and (6) the importance of a comprehensive approach to meet community aspirations as reasoning. (Written testimony included as part of the meeting record.)
- Craig Dirksen, City of Tigard: Mayor Dirksen requested Council support the inclusion of Roy Rogers West in the 2011 potential UGB expansion areas. He stated that while the City's preference was to include the full 256-acres in the UGB, if there were legal or political considerations that prevented the inclusion, that at least the 51.79-acre land bridge of the parcels be added to ensure continuity. He emphasized that the City is committed to being an active partner with Metro to make to make responsible decisions necessary to manage the UGB and to ensure municipal governance and urban services can be provided to new urban areas in its vicinity. (Written testimony included as part of the meeting record.)

Mayor Dirksen confirmed for Council that his testimony was on behalf of the City Council and that his Council endorsed Washington County's Concept Plan which includes the Roy Rogers West area.

- Monique Beikman, City of Tualatin: Council President Beikman encouraged the Metro Council to include a 117-acre parcel, known as 5F, to the UGB to enable development of employment land and a transportation system that supports the vision of the Southwest Concept Plan adopted by the City in May 2011. She highlighted five main reasons for bringing the area into the UGB: (1) the City completed concept planning for the area in 2009; (2) infrastructure needs have been identified and the land will provide high quality industrial uses; (3) the area provides the needed transportation connection for a major arterial road in an area already in the UGB; (4) the proposed road connection could serve as an important freight corridor; and (5) the most appropriate tool for thoughtful land use

planning and urban development is an amendment to the UGB. (Written testimony included as part of the meeting record.)

- Dick Schouten, Washington County: Commissioner Schouten addressed the Council, on behalf of his district, on the COO's recommended South Hillsboro expansion area. He emphasized that there are still many unanswered questions regarding funding for roads and transportation infrastructure in South Hillsboro and adjacent areas and highlighted the TV Highway and TIGER II grant (Aloha-Reedville) studies currently underway. He discussed the potential negative impacts to Aloha neighborhoods due to traffic congestion and transportation system breakdowns should South Hillsboro be developed. (Written testimony included as part of the meeting record.)
- Pete Truax, City of Forest Grove: Mayor Truax encouraged the Council to include a 115-acre parcel, Forest Grove North, into the UGB for large lot industrial use. He stated that the site would have little to no impact on existing residential neighborhoods, that existing roads would provide good access to Highway 47, and that the City is able to provide key services including police, fire, water, etc. Mayor Truax highlighted several broader policy issues which included, but were not limited to, the importance of establishing sustainable communities and equity, and that the City does not currently have any large lot industrial sites. (Written testimony included as part of the meeting record.)
- Greg Malinowski, Washington County: Commissioner Malinowski spoke on behalf of Washington County, District 2. He was concerned with the funding commitments needed to develop 800-acres in North Bethany; he specifically addressed potential financial impacts to taxpayers. He encouraged the Council to be conservative on moving the UGB if it has the potential to shift development away from communities such as Amber Glen, upper Canyon Road or Aloha-Reedville. He stated that South Hillsboro should find a way to achieve 15 units/acre and also stated that South Cooper Mountain should be rewarded for concept plans that offer densities from 14 to 22 units/acre. (Written testimony included as part of the meeting record.)
- Patrick Ribellia & Alwin Turiel, City of Hillsboro: Mr. Ribellia, on behalf of Mayor Jerry Willey and the City of Hillsboro, encouraged the Council to support the COO's recommendation to include acreage in North Hillsboro for large lot industrial use and South Hillsboro for mixed-use centers and town centers. He expressed support for Ordinance No. 11-1264, Exhibit B, *Conditions on land added to the UGB*, with the exception of language regarding main streets or corridors in South Hillsboro. He indicated that the area does not have either and requested that the condition be removed to correctly reflect the area. (Written testimony included as part of the meeting record.)
- Julia Hajduk, City of Sherwood: Ms. Hajduk, on behalf of Mayor Keith Mays and the City of Sherwood, was in support of including Area 5B, Sherwood West, in the UGB. She called out three documents to be included in the record: (1) a letter from Mayor Mays explaining why Area 5B should be included in the UGB, (2) a resolution from the City Council supporting inclusion of the area into the UGB, and (3) a preliminary concept land use and urban services report. (Written testimony included as part of the meeting record.)
- Susan Anderson, City of Portland: Ms. Anderson, on behalf of Mayor Sam Adams, stated that the UGB is an effective tool to create neighborhoods, increase transit, center development, etc. She encouraged the Council to continue to use this tool and to seriously consider MPAC's recommendation before taking action. Ms. Anderson highlighted two points for

consideration: (1) widespread support to be conservative for the current round of UGB expansion and recommended the Council select a point at the low end of the middle third of the forecasted range; and (2) support 20 units/net buildable acres. (Written testimony included as part of the meeting record.)

- Matt Wellner, Metropolitan Land Group: Mr. Wellner was in support of including 543-acres in South Cooper Mountain into the UGB. He emphasized that approximately 90 percent of the property owners in the proposed area support the recommendation, and have expressed willingness to be included in the UGB and to be annexed into the City of Beaverton. He highlighted support from adjacent property owners, the City, and the school district for the area to be included in the UGB. He also cited the area's ability to support the local and regional needs (e.g. Murry-Scholls Town Center). (Written testimony included as part of the meeting record.)
- Roy Schaffner, 6268 SW 208th Terrace, Hillsboro: Mr. Schaffner emphasized the existing heavy traffic in the South Hillsboro area, specifically along 209th. He indicated that while area homeowners are not opposed to expansion parse, owners need assurance that 209th will be widened and proper signalization install in advance of development.
- Jonathan Schlueter, Westside Economic Alliance: Mr. Schlueter supported including the original seven locations studied by the COO into the UGB. He cited Washington and western Clackamas Counties continued growth, and westside communities' and taxpayers support for continued growth and their desire for diversity and choice, as reasoning. Mr. Schlueter expressed WEA's concern that the recommendations do not go far enough and that the rate of land increase is considerably lower than historical growth trends in the region. He encouraged the Council to take chances and not limit the expansion areas to one to two areas on the westside. (Written testimony included as part of the meeting record.)
- Jim Standring, 12670 SW 68th, #400, Tigard: Mr. Standring was in support of including his property, approximately 70-acres located near the Shute Road interchange area in Areas 8A and 8B, into the UGB. He highlighted three primary reasons for the area to be included in the UGB: (1) lower costs to provide services to the area, (2) approximately 140-acres of flat industrial land that is immediately available, and (3) use of tier 3 verses higher quality soils found in 8A, North Hillsboro, for industrial purposes. He encouraged the Council to include the Shute Road interchange and 8B in the 2011 UGB expansion.
- Dale Rockwell, 812 Syringa Heights, Standpoint, Idaho: Mr. Rockwell was in support of including his 12-acre property, located in the Cornelius area, in the UGB. He cited flat land for industrial use, existing infrastructure, the property's proximity to the new Hillsboro school and park facilities, and the substantial investments he has already invested to develop the property as reasoning. He expressed the City of Cornelius' support to include the property in the UGB.
- John DiFalco, Hillsboro Chamber of Commerce: Mr. DiFalco expressed the Chambers' support for the City of Hillsboro and COO's recommendation to include North and South Hillsboro areas in the UGB. However, he stated that the proposed acreage was not sufficient and recommended an additional 1,000 acres be included to provide for job growth and industry choice over the next 20 years. (Written testimony included as part of the meeting record.)
- Steve Larrance, Aloha-Reedville, CPO #6: Mr. Larrance was concerned with potential impacts – specifically traffic congestion – to Aloha-Reedville residents should South

Hillsboro be brought into the UGB. He stated that the Community Plan (CPO#6) calls for the South Hillsboro area to be largely industrial to support the high density residential in Aloha-Reedville. (Written testimony included as part of the meeting record.)

Mr. Larrance confirmed that the CPO #6 did not formally vote to support his letter of testimony on behalf of the CPO. He stated that this was not the CPO's general practice. Councilor Harrington indicated that her experience has been to the contrary.

- Kathleen Cullen, 17740 SW Scholls Ferry Rd., Beaverton: Ms. Cullen addressed the Council on behalf of her family who owns 30-acres directly adjacent to the west of Area 64 known as River Terrace. She encouraged the Council to include her property in the UGB and stated that by doing so the property can be annexed into the City of Tigard for planning and implementation purposes. She highlighted safer road access and a safe commute for students at the new Beaverton High School as reasoning. (Written testimony included as part of the meeting record.)
- Dick Reynolds, City of Cornelius: Mr. Reynolds was in support of the City of Cornelius' request to include Cornelius South and Cornelius East in the UGB. He stated that the increased residential density would support the newly designated town center which is located less than .5 miles from both proposed areas. He cited a need for housing, the proposed new Hillsboro high school, potential parks development, and local property owners' willingness to annex into the city as reasoning. He stated that the City has planned for the annexation and discussed the plans for extending utilities should the area be included in the UGB.
- Karen Shipman, Shipman & Sons, LLC: Ms. Shipman, a local property owner, supported the City of Cornelius' request to include 7C, Cornelius East, in the UGB. She stated that she has worked with the City to understand their goals and discuss how her property would fit into the City's goals. She expressed her support for her property to be brought into the UGB and to be developed. (Written testimony included as part of the meeting record.)
- Franklin Kapustka, 1539 SW 203rd Ave., Aloha: Mr. Kapustka addressed the Council on greenspace requirements, drainage issues, and violations to land use laws. He requested that environmental and health issues be addressed as part of the UGB process. (Written testimony included as part of the meeting record.)
- Larry Harvey, South Metro Business Alliance: Mr. Harvey expressed support for the Cities of Tualatin and Wilsonville's UGB expansion requests. He thanked Metro staff for their work on House Bill 12-3225 and stated that the bill was a precursor to transportation infrastructure for areas to be developed. He specifically addressed the 124th extension and 5F properties. He expressed concern regarding Metro's testimony to the legislature that indicated HB 12-3225 may not be necessary as Metro planned to bring 5F into the UGB; he noted that this contradicts the latest COO recommendation. He encouraged the Council to include area 5F in the UGB.
- Carol Chesarek, 13300 NW Germantown Rd., Portland: Ms. Chesarek stated that there is no need to expand the UGB for residential purposes, but if the UGB is expanded that the low end of the middle third be the maximum. She supported MPAC's recommendation that UGB expansion areas for residential purposes should achieve at least 20 units/net buildable acres. She stated that South Hillsboro should be able to increase its housing density. She

compared the area to the projected densities in Hillsboro and Forest Grove – two areas with slopes and without the adjacent infrastructure advantages comparatively. She encouraged the Council to wait on including South Hillsboro until the City could commit to higher densities at or above the desired 20 units. (Written testimony included as part of the meeting record.)

- Patrick Speer, 18546 Arbor Grove Rd., Woodburn: Mr. Speer was in support of including 7D, South Cornelius, in the UGB. He expressed his and adjacent property owners' support to be brought in and stated that the area had been well mapped and planned including plans for residential development, trail development, and the proposed Hillsboro/Cornelius high school site. Mr. Speer inquired as to why this property was left off the areas for proposed for UGB expansion.

Mr. Dan Cooper of Metro stated that Council direction was to reach in the lower middle third of the forecasted range. This area was not necessary to meet this range. If the area was to be included, the Council would end higher in the forecasted range.

- Barbara Hadley, 33442 SW TV Highway, Hillsboro: Ms. Hadley was in support of including 6.75-acres of her property, located between Hillsboro and Cornelius on TY Highway, in the UGB. She discussed the existing utilities, traffic on TV Highway, and level property as reasoning. She stated that in 2002 the City of Cornelius supported her proposal to be included in the UGB. (Written testimony included as part of the meeting record.)
- Gary Gentemann, 11935 SW N. Dakota St., Tigard: Mr. Gentemann spoke on behalf of himself and adjacent property owners in the North Hillsboro area. He expressed support for their combined 330-acres to be included in the UGB expansion. He emphasized that the property owners have collectively signed agreements that will bring about the desired large lot industrial land. Agreements include consolidation of land lines for land assembly, jointly listing and marketing properties, and representation by a since contact, if needed. (Written testimony included as part of the meeting record.)
- Arne Nyberg, 5638 SW Dogwood Dr., Lake Oswego: Mr. Nyberg was in support of including Area 8A, North Hillsboro, in the 2011 UGB expansion. He stated the area should be included for the following reasons: (1) the land is well situated; (2) Metro needs the area to fulfill large-lot industrial needs; and (3) the existing agreement of the local property owners (e.g. land assembly).
- Joe Hanauer, 921 SW Washington, Ste. 320, Portland: Mr. Hanauer supported the inclusion of South Hillsboro in the 2011 UGB expansion areas. He discussed the area's ability to unlock other lands currently in the UGB and stated without South Hillsboro Areas 69 and 71 will not be serviced or developed. He also discussed the two main property owners in the area and stressed that the owners would work together to ensure the property is developed in a timely, thoughtful, and market-sensitive way. (Written testimony included as part of the meeting record.)
- Jeff Bachrach, Newland Communities: Mr. Bachrach was in support of including South Hillsboro in the UGB. He stated that it has been 9 years since Metro has added lands to the UGB to accommodate more housing. He reminded the Council of the extensive concept plan process and its culmination into the South Hillsboro Community Plan which received approval by the City Council, Planning Commission, and majority members of the Washington County Commission, and support from local property owners. He emphasized

that the plan can be developed and highlighted the market readiness in 2 to 3 years. He also stated that it will be primarily funded by private dollars.

- Michele Whittaker, 3325 SE Springwood Place, Hillsboro: Ms. Whittaker was opposed to the South Hillsboro UGB expansion area citing potential transportation impacts as reasoning. She addressed the current TV Highway study and existing TriMet service. She emphasized that it would be 10 years before road or transit improvements would be implemented in the area and that homes could be developed before a new transportation system was in place. (Written testimony included as part of the meeting record.)
- Tim Fogerty, 11007 SW Palatine Court, Portland: Mr. Fogerty was in support of the City of Cornelius' request to include his 18-acre property in Cornelius East in the UGB. He cited four reasons: (1) economic impact from agriculture, (2) existing infrastructure, (3) easy transportation, transit and pedestrian access, and (4) the lack of guarantee of what future land owners will do.
- Mary Vogel, Congress for New Urbanism, Cascadia Chapter: Ms. Vogel was in support of MPAC's recommendation to include no more than 1,600-acres in the UGB expansion and that acreage brought in be developed at 20 units/acre. She emphasized the advocacy's priority to ensure a compact urban form and an urban design that promotes walkability is taken into account in strategies to reduce greenhouse gases. She was concerned that expansion may not be needed in 2011 and recommended that funds be directed to centers and corridors. She encouraged the Council to hold the UGB. (Written testimony included as part of the meeting record.)
- Jane Leo, Portland Metro Association of Realtors: Ms. Leo, on behalf of PMAR's membership, encouraged the Council to support UGB expansion to allow the region to prepare to meet the housing needs of the projected 15,400 new households. She indicated at the 3,400-acre expansion should be the minimum, emphasizing that land brought in may not be immediately developed and that the supply must last for the next 20 years. She discussed the market and its effect on development. She discussed Title 7 and Title 11.
- Jerry Lang, 756 NE Cambrey Court, Hillsboro: Mr. Lang, on behalf of his mother-in-law, expressed support to include Cornelius East in the UGB expansion. He expressed local property owners' support for inclusion in the UGB, desire to be annexed to the City of Cornelius, and to be zoned and developed for commercial use. He also highlighted the site's transit stop and current safety issues.
- Richard Meyer, City of Cornelius: Mr. Meyer, on behalf of the City of Cornelius, expressed support for Cornelius East and Cornelius South and emphasized that there is no opposition to the City's request. He stated that cities should not have to compete for land and that including all requests would put the region in the middle third of the range. He stated that the City has met all of Metro's goals and regulations outlined in the 2040, including the 10 units/acre density requirement. He encouraged the Council to approve all of the proposed UGB expansion areas, beyond just the COO's recommendation, to support transit, equity, centers, etc. (Written testimony included as part of the meeting record.)
- Mary Kyle McCurdy, 1000 Friends of Oregon: Ms. McCurdy stated that 1000 Friends of Oregon's position was "Not no, but not now" for a UGB expansion. She emphasized that now is the time to be conservation and invest in existing communities' infrastructure and delay a UGB decision until 2015. She stated that the region's population is growing slower than

forecasted. In addition, she stated employment on large lots has historically provided a very small proportion of the region's employment and that large lot users employ fewer people relative to small lot users. She stated that from 1996 to 2000 only 9 large lot employers, located from outside Oregon, located in the region. She provided additional information on demand for and existing supply of large lots. She recommended that if expansion must occur that the Council considers the Saint Mary's property in South Hillsboro for industrial purposes and that the remainder of the area be developed at 20 units/acre. (Written testimony included as part of the meeting record.)

- John Van Grunsuen, 614 E. Main St., Hillsboro: Mr. Van Grunsuen supported including 7C, Cornelius East, in the UGB expansion. He cited traffic safety as reasoning. He emphasized that traffic needed to be calmed in order to improve safety and reduce accidents.
- Cherry Amabisca, Save Helvetia: Ms. Ambabisca was opposed to UGB expansion in this cycle and encouraged the Council to wait and reconsider expansion in 2015. She stated that the current housing market recession is predicted to continue and that the region's population is growing at a slower rate. She did not believe that Hillsboro needed 310-acres for industrial use. She discussed 917-acres in Hillsboro that were brought into the UGB in the past 10 years that are still waiting to be developed. She was concerned with taking more farmland out of production further out because it is more convenient and cheaper for developers to aggregate. She also asked the Council to look beyond the City of Hillsboro's mantra that "if we one had the land, they will come." (Written testimony included as part of the meeting record.)
- Robert Bailey, Save Helvetia/Helvetia Community Association: Mr. Bailey was opposed to the North Hillsboro expansion area. He encouraged the Council not to reinforce leapfrogging and taking low parceled lands first; he used Evergreen as an example. He also encouraged compact urban development and contiguous development. Additional discussion included impacts to Washington County taxpayers and plan concepts that direct traffic onto rural roads in the area. He asked questions about the public meeting law. (Written testimony included as part of the meeting record.)
- Dave Nielsen, Home Builders Association of Metropolitan Portland: Mr. Nielsen indicated that the region cannot wait to expand the UGB, and emphasized that the region needs to complete good planning now so land is development ready when the market recovers. He stated that the region should not get caught in the trap of thought that states higher densities are universally good for the environment. While there are certain advantages, he stated that there are also numerous advantages lower densities can have and that these advantages need to be explored. He was concerned with MPAC's recommendation on housing density and believed that the region needed to do a better job visualizing what 5, 10, or 20 units/acre translate to in housing types. (Written testimony included as part of the meeting record.)

Seeing no additional citizens who wished to testify, Council President Hughes closed the public hearing.

Metro Council Meeting

10/6/11

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3. ADJOURN

There being no further business, Council President Hughes adjourned the meeting at 7:35 p.m. The next regular council meeting is scheduled for Oct. 13 at 2 p.m. at the Metro Regional Center, Council Chamber.



Kelsey Newell,
Regional Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCT. 6, 2011

Item	Topic	Doc. Date	Document Description	Doc. Number
2.1.1	PowerPoint	10/6/11	UGB staff presentation	100611c-01
2.1.1	Memo	10/6/11	Supplemental memo to the Staff Report for Metro Ordinance No. 11-1264	100611c-02
2.1.1	Exhibit	N/A	Draft Ordinance No. 11-1264, Exhibit B	100611c-03
2.1.1	Map	10/2011	Draft 2011 potential UGB expansion areas	100611c-04
2.1.2	Testimony	10/6/11	Written testimony submitted by Gretchen Buehner	100611c-05
2.1.2	Testimony	10/6/11	Written testimony submitted by Gretchen Buehner	100611c-06
2.1.2	Testimony	10/6/11	Written testimony submitted by Tim Knapp	100611c-07
2.1.2	Testimony	10/4/11	Written testimony submitted by Craig Dirksen	100611c-08
2.1.2	Testimony	10/6/11	Written testimony submitted by Monique Beikman	100611c-09
2.1.2	Testimony	10/6/11	Written testimony submitted by Dick Schouten	100611c-10
2.1.2	Testimony	10/6/11	Written testimony submitted by Pete Truax	100611c-11
2.1.2	Testimony	10/6/11	Written testimony submitted by Greg Malinowski	100611c-12
2.1.2	Testimony	10/6/11	Written testimony submitted by Pat Ribella (City of Hillsboro)	100611c-13
2.1.2	Testimony	10/6/11	Written testimony submitted by Julie Hajduk (City of Sherwood)	100611c-14
2.1.2	Testimony	10/6/11	Written testimony submitted by Susan Anderson	100611c-15
2.1.2	Testimony	10/6/11	Written testimony submitted by Matt Wellner	100611c-16
2.1.2	Testimony	10/6/11	Written testimony submitted by Ron Scheffner	100611c-17

2.1.2	Testimony	10/6/11	Written testimony submitted by Jon Schlueter	100611c-18
2.1.2	Testimony	10/6/11	Written testimony submitted by John DiFalco	100611c-19
2.1.2	Testimony	8/10/11	Written testimony submitted by Steve Larrance	100611c-20
2.1.2	Testimony	10/6/11	Written testimony submitted by Kathleen Cullen	100611c-21
2.1.2	Testimony	10/6/11	Written testimony submitted by Karen Shipman	100611c-22
2.1.2	Testimony	10/6/11	Written testimony submitted by Carol Cesarek	100611c-23
2.1.2	Testimony	10/6/11	Written testimony submitted by Barbara Hadley	100611c-24
2.1.2	Testimony	10/6/11	Written testimony submitted by Gary Gentemann	100611c-25
2.1.2	Testimony	10/6/11	Written testimony submitted by Joe Hanauer	100611c-26
2.1.2	Testimony	10/6/11	Written testimony submitted by Michele Whittaker	100611c-27
2.1.2	Testimony	10/6/11	Written testimony submitted by Mary Vogel	100611c-28
2.1.2	Testimony	10/6/11	Written testimony submitted by Richard Meyer (City of Cornelius)	100611c-29
2.1.2	Testimony	10/6/11	Written testimony submitted by Mary Kyle McCurdy	100611c-30
2.1.2	Testimony	10/6/11	Written testimony submitted by Cherry Amabisca	100611c-31
2.1.2	Testimony	10/6/11	Written testimony submitted by Robert Bailey	100611c-32
2.1.2	Testimony	10/6/11	Written testimony submitted by Dave Nielsen	100611c-33
2.1.2	Testimony	10/6/11	Written testimony submitted by Franklin Kapustka	100611c-34
2.1.2	Testimony	10/6/11	Written testimony submitted by Anne Reiling	100611c-35
2.1.2	Testimony	10/6/11	Written testimony submitted by Rex Nere	100611c-36
2.1.2	Testimony	10/6/11	Written testimony submitted by Bill Medick	100611c-37

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 Acting Chief Operating
AND AMENDING THE METRO CODE TO CONFORM) Officer 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 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 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 C, the UGB has capacity to accommodate 623,283 new people and 300,00 new jobs. The Council intends these capacities to accommodate population and employment at the lower end 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.

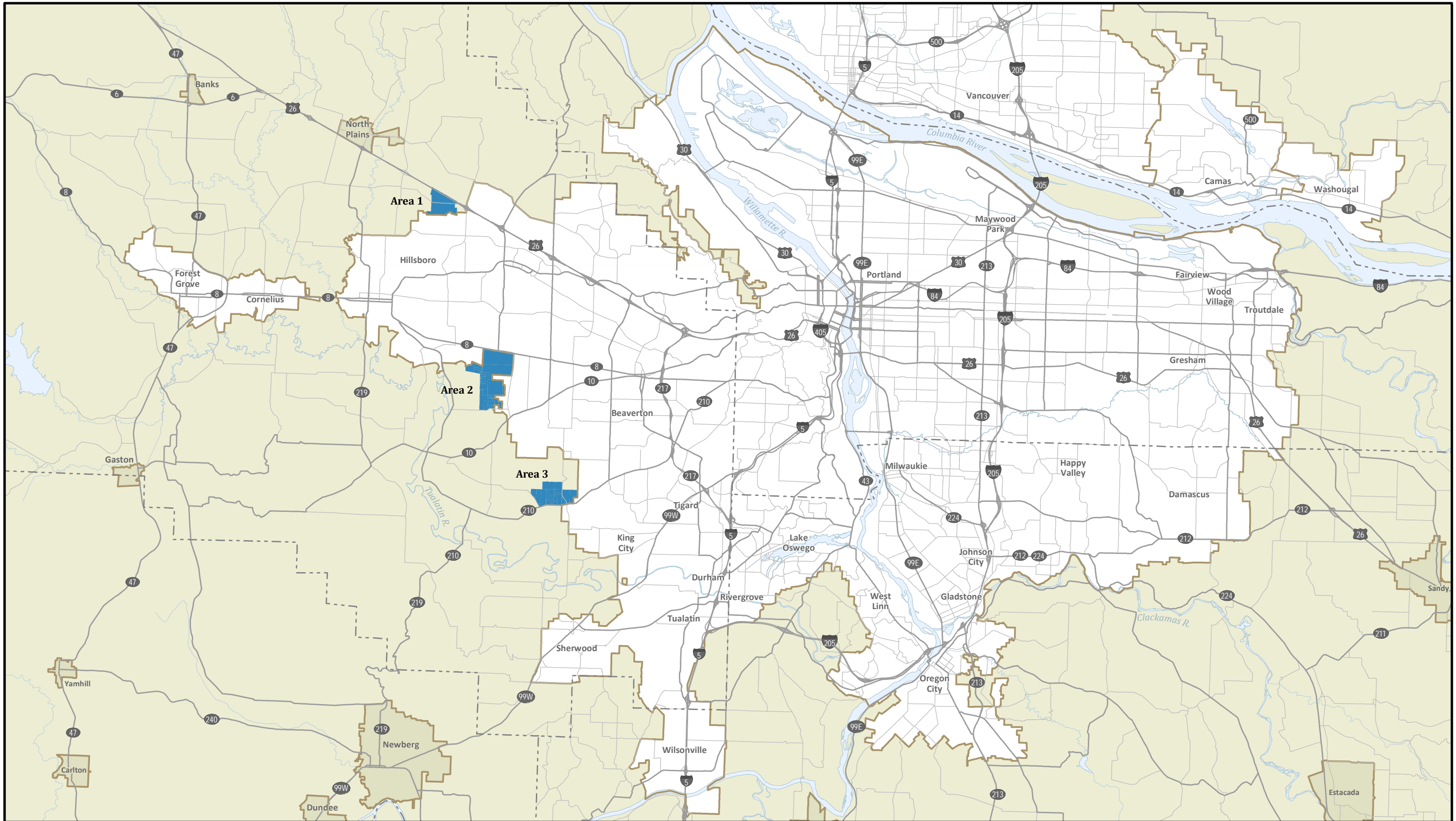
Tom Hughes, Council President

ATTEST:

Approved as to form:

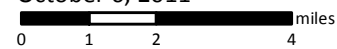
Tony Anderson, Clerk of the Council




Alison Kean Campbell, Acting 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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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 one parcel of 100 acres or more and at least two parcels 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 and forest practices on adjacent land outside the UGB that is zoned for farm or forest use pursuant to statewide planning Goal 3 or 4.

South Hillsboro, shown on Exhibit A as Area 2:

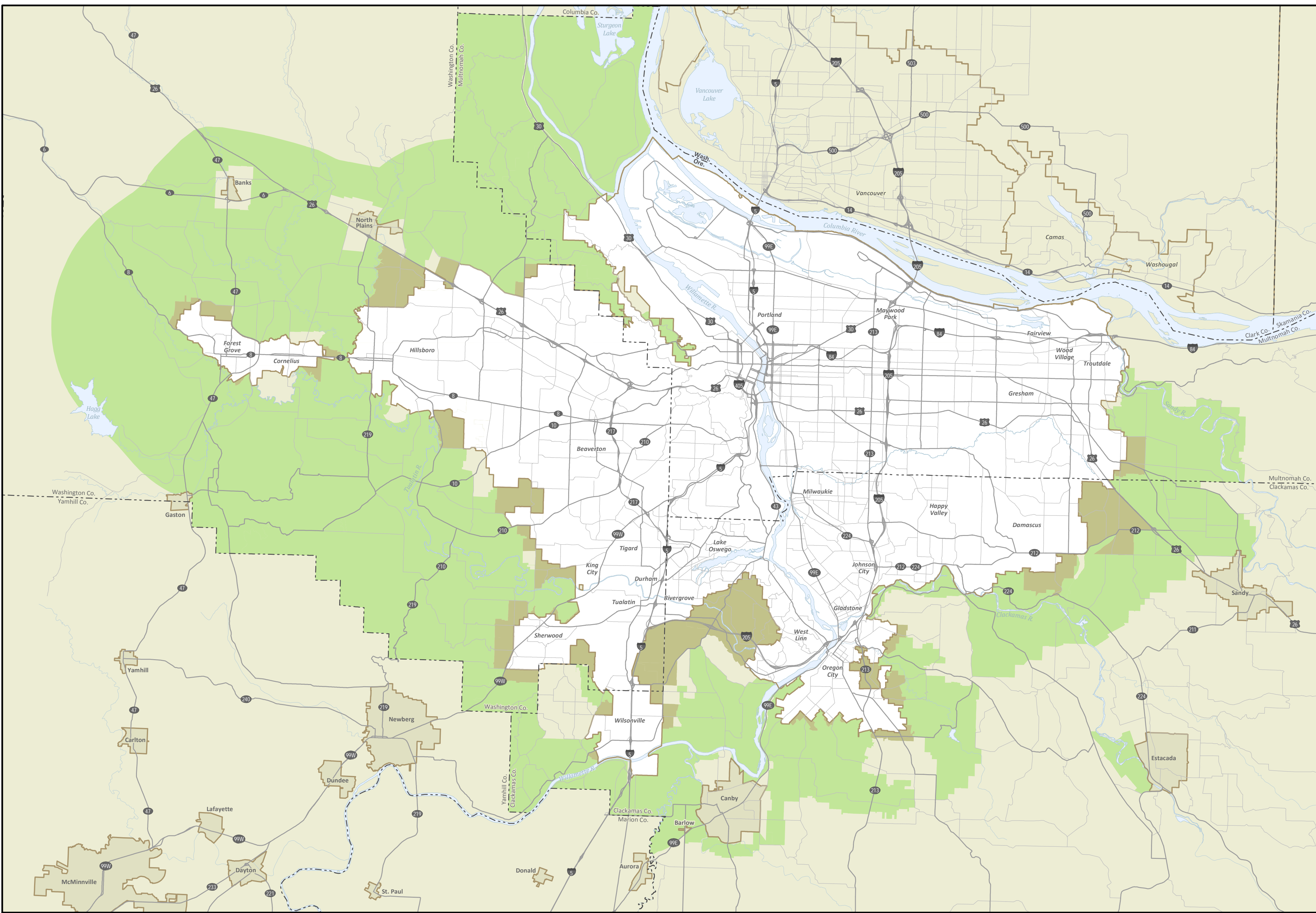
1. The city of Hillsboro, in coordination with Washington County and Metro, shall adopt comprehensive plan provisions and land use regulations for Area 2 to authorize urbanization, pursuant to Metro Code section 3.07.1120.
2. The city shall apply the Town Center and Neighborhood designations to Area 2, in conformance with Exhibit A and as described in the Regional Framework Plan, Summary of the 2040 Growth Concept.
3. The city of Hillsboro shall demonstrate that land use regulations adopted pursuant to Metro Code section 3.07.1120 will provide, during the 20-year planning period, capacity to achieve a target of approximately 10,766 dwelling units in Area 2 and adjoining South Hillsboro Community Plan¹ lands currently in the UGB. No current dwelling unit capacity in the adjoining South Hillsboro Community Plan lands may be counted toward the 10,766 dwelling unit target.

¹ “South Hillsboro Community Plan: SOHI Overview”, Spring, 2010.

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 and forest practices on adjacent land outside the UGB that is zoned for farm or forest use pursuant to statewide planning Goal 3 or 4.

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

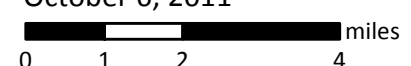
1. The city of Beaverton, in coordination with Washington County and Metro, shall adopt comprehensive plan provisions and land use regulations for Area 3 to authorize urbanization, pursuant to Metro Code section 3.07.1120. To implement Principle 1 of Exhibit B to the Reserves IGA between Metro and Washington County, the city shall undertake and complete this planning for the whole of Urban Reserve Area 6B 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. Planning for trails and pedestrian and bicycle travel shall be coordinated with Metro and the county to ensure appropriate access to Cooper Mountain Nature Park.
2. The city shall apply the Main Street and Neighborhood designations to Area 3, 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 and forest practices on adjacent land outside the UGB that is zoned for farm or forest use pursuant to statewide planning Goal 3 or 4.



Title 14, Urban Growth Boundary

ORDINANCE 11-1264, EXHIBIT C **DRAFT**

October 6, 2011



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- County boundaries
- Urban growth boundaries
- Neighbor cities
- Rural reserve
- Urban reserve





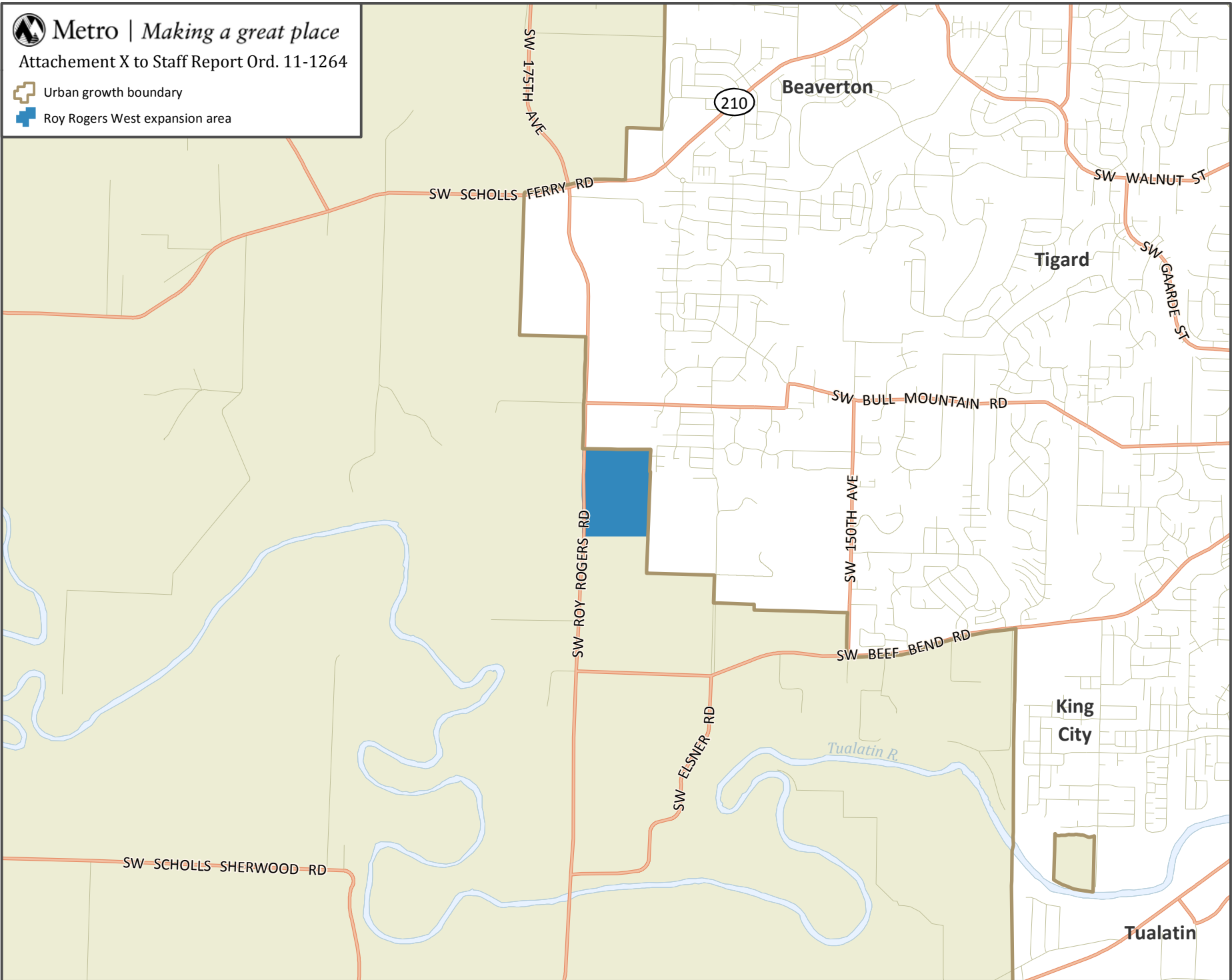
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Attachment X to Staff Report Ord. 11-1264

-  Urban growth boundary
-  Roy Rogers West expansion area



Proposed conditions for Hosticka amendment

East Portion of Roy Rogers West, shown on Exhibit A as Area 4:

1. The city of Tigard, in coordination with Washington County and Metro, shall adopt comprehensive plan provisions and land use regulations for Area 4 to authorize urbanization, pursuant to Metro Code section 3.07.1120.
2. The city shall apply the Neighborhood designation to Area 4, 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 479 dwelling units in Area 4 and adjoining Areas 63 and 64¹ in Tigard, currently in the UGB. No current dwelling unit capacity in the adjoining Areas 63 and 64 may be counted toward the 479 dwelling unit target.
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 4 and agricultural and forest practices on adjacent land outside the UGB that is zoned for farm or forest use pursuant to statewide planning Goal 3 or 4.

¹ Identified in the West Bull Mountain Community Plan adopted by Washington County in December, 2010.



October 11, 2011

RE: Letter of Support for the City of Wilsonville's Advance Road Request

Dear Metro Council:

I am writing in support of the City of Wilsonville's request to include the Advance Road area into the Urban Growth Boundary (UGB).

The Wilsonville Area Chamber of Commerce is a business association of 430 companies that employ over 12,000 workers. Our member firms comprise businesses in all sectors of the economy, including industrial, services and retail.

The Chamber would strongly encourage your support in bringing the Advance Road site into the UGB. The Chamber believes that is necessary for the following reasons:

- The Frog Pond area was added to Wilsonville's UGB in 2002 and has yet to have a completed concept plan that needs to be finished by 2015. The inclusion of the Advance Road site will allow the city to plan the 181 acres of Frog Pond simultaneously with the 316 acres located at Advance.
- Wilsonville continues to have a housing/jobs imbalance and as the economy recovers we need to be in the best possible strategic position to leverage the land that we currently have to take advantage of that recovery.
- The West Linn/Wilsonville school district is very interested in bringing in this parcel as well for their future growth needs and is on record in support of this expansion.
- The City of Wilsonville and the West Linn/Wilsonville School district have partnered together to develop recreation opportunities for the community in this area, which will enhance the livability of Wilsonville with additional green space.
- The Advance area is the only Clackamas County area under consideration with local city support.

As the voice of businesses in Wilsonville, we support job creation and economic growth. Creating opportunities for housing closer to employment hubs encourages economic activity, improves transportation access, and creates access to jobs.

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

Thank you.

Scott Philips
President

TIGER III Grant Application Proposals

Project	Applicant	Cost	Request	Threshold Requirements	Primary Selection Criteria						Secondary Selection Criteria		Primary Total	Secondary Total	Grand Total	
					Long Term Outcomes						Job Creation/	Innovation				Partnership
					Good Repair	Economic Competitiveness	Livability	Environmental Sustainability	Safety	Economic Stimulus						
Sellwood Bridge Replacement	Multnomah County	\$268,800,000	\$22,700,000	High	3	0.5	3	2	1.5	3	2	2	13	4	17	
Troutdale Reynolds Industrial Park Road Improvements	Port of Portland	\$35,167,416	\$10,967,893	Medium	2	3	1	1.5	1	1.5	2	2	10	4	14	
Highway 212 to Lawnfield, Phase 3 Connector and Sunrise Corridor Multiuse Paths	Clackamas County	\$210,500,000	\$10,500,000	High	1.5	3	1	1	0.5	1.5	1.5	0.5	8.5	2	10.5	
Oleson Road Realignment	Washington County	\$31,200,000	\$24,960,000	Medium	0.5	0.5	1	1.5	2.5	1	1	1	7	2	9	
US 26 Helvetia/Brookwood Interchange	Hillsboro	\$72,350,000	\$15,000,000	Medium	0	3	0.5	0.5	1.5	0.5	1	1	6	2	8	
Criteria:				<p>1. Project is eligible for federal funding.</p> <p>2. Receipt (or reasonably anticipated receipt) of all environmental approvals necessary for the project to proceed to construction on the timeline specified.</p> <p>3. Project included in state, metropolitan and local planning docs.</p> <p>4. Project expects to be ready to obligate all TIGER funds no later than June 30, 2013.</p> <p>5. Local matching funds to support 20 percent or more of the costs for the project are identified and committed.</p>	<p>Improve condition of existing facilities/system</p> <p>1. consistent w/ maint plans.</p> <p>2. poor maint condition threaten efficiency, mobility or economic development?</p> <p>3. approp capitalized and use of asset mgmt?</p> <p>4. long term O&M sustainably funded?</p>	<p>Contribute to long-term productivity of US economy.</p> <p>1. long term improvement to good & worker access</p> <p>2. increase efficiency through integration/use of all existing trans infrastructure</p>	<p>Further Partnership for Sustainable Communities principles, particularly:</p> <p>1. reduce ave. cost of user mobility</p> <p>2. improve existing trans choices (by enhancing modal connectivity, increase number of accommodated modes and/or reduce congestion) on existing facilities</p> <p>3. improve accessibility of disadvantaged pops.</p> <p>4. coordinated trans and land use planning - contribute significantly to broader travel mobility.</p>	<p>Promote environmentally sustainable trans system.</p> <p>1. Improve energy efficiency (including scale of use of new facilities/TSMO reducing auto trips)</p> <p>2. environmental benefits or avoidance of adverse impacts</p>	<p>Improve Safety.</p> <p>1. Ability to reduce number, rate and consequences of crashes, injuries and fatalities</p>	<p>Creation or preservation of jobs.</p> <p>1. # and type of jobs created or preserved (emphasize efforts to support opportunities for low-income & disadvantaged pops)</p> <p>2. Project readiness (NEPA approvals, legislative approvals, in required planning documents, technical feasibility, financial feasibility)</p>	<p>1. Jurisdiction & Stakeholder collaboration (involvement of non-Federal entities and non-Federal funds, use of TIGER to complete a finance package)</p> <p>2. Disciplinary Integration (support by non-transportation public agencies: e.g. public housing, economic development, historic pres., energy, etc.)</p>					
Description of how points are awarded:				<p>All project eligible and in relevant plans. Rating relative to: 1. Risk relative to becoming fully permitted through NEPA and local processes. 2. Funding sources are identified and committed.</p>	<p>Relative score based on maintenance (not capacity) condition of existing facilities and potential impact to economy and trans system if current facility conditions allowed to continue.</p>	<p>Score based on potential contribution to US economy and efficiency of complete trans system.</p>	<p>Judgement on scope of project importance (gap vs. degree of deficiency correction) and quality of non-auto facility provided (density of crossings, separation from autos, etc.) and land use context for facilities reflected in score. Scale of improved accessibility and service to underserved pops also reflected in score. All projects are coordinated with land use plans & basic public involvement per Oregon Comp Plan processes - only extraordinary efforts noted/scored.</p>	<p>Judgement on relative use and benefits of sustainable trans system investments is used. Projects that decrease trips by SOV's given priority.</p>	<p>Points awarded for design elements likely to address high/severe crash location issues without creating new safety issues and for providing adequate facilities for most vulnerable system users.</p>	<p>Relative points for direct construction related jobs. Higher score for NEPA approval, less points relative to degree of risk for potential delays to NEPA approvals.</p>	<p>Points awarded based on judgement of relative use of innovative techniques.</p>	<p>Judgement on scale of partnership effort utilized in score.</p> <p>Points awarded for TIGER completing a significant and committed finance package.</p>				
Summary of elements leading to the score applied to each project as provided in project application:																
Sellwood Bridge Replacement				NEPA ROD and committed funding (JTA, County VRF, local pass through of state gas tax).	Bridge replacement on structurally deficient, weight limited bridge w/ 30,000 vehicle trips.	Increase in trans system efficiency by re-opening bridge to truck/bus commute traffic.	Add bike & pedestrian on only river crossing along 8 miles of Willamette River, connecting to two regional trails and main street (large base of potential users), allows restoration of bus transit service and prepares for potential streetcar.	Reduced out of direction travel for freight and transit, increased use by ped/bike will reduce energy use. New stormwater management.	Replacing occluded 4-foot sidewalk with complete bike lanes and sidewalks, and improving vehicle sight distance & turning radii deficiencies. No current crash data provided.	1,700 direct job years. Maintaining access during construction to support local businesses. NEPA ROD completed.	First use of Construction Manager / General Contractor project delivery. Developing Sustainability Plan that supports the County's and the City of Portland's Climate Action Plan. Award winning collaborative decision making process in planning phase.	Citizen Advisory and Public Stakeholder groups guiding project development. City, County, Region and State have provided resources to project on joint City-County-State facility. Innovative & extensive public outreach utilized. Completes large, leveraged finance package.				
Troutdale Reynolds Industrial Park Road Improvements				Pursuing CE, funding committed (JTA, local).	Bridge repair and verticle clearance to prevent future damage.Graham Rd reconstruction to support development and savings on lifecycle costs.	Supports development in an export corridor of national significance (could use more info on specific benefits expected with 235 acre development and netting out transfer of benefits from other US locations from new benefits). Increase system efficiency by reducing out-of-direction travel.	New 40-mile Loop and Graham Rd. ped/bike facilities provide worker access to industrial development.	Facilities support a brownfield redevelopment. Supporting development located near ocean ports and inland waterways, international air cargo (PDX), two Class 1 railroads, and two interstate highways in energy efficient location.	New ped/bike facilities on Graham Rd & 40-mile Loop trail increases safety for these modes. Reduced truck miles through congested facility reduces exposure.	382 direct job years. Pursuing CE - per environmental and permit coordination work completed to date.	Completed IAMP. Utilizing ITS elements (advance signal control, variable message signs) Green Road elements on Graham Rd.	Port of Portland, City of Troutdale and ODOT partnering on project. Project part of larger collaboration with many agencies and non-profits on development of the Industrial Park and Sandy River Connections project. Completes finance package.				
Highway 212 to Lawnfield, Phase 3 Connector and Sunrise Corridor Multiuse Paths				NEPA ROD, JTA funding committed.	Re-establishes truck access from Clack Industrial area to I-205 after Sunrise constructed by addressing substandard widths, radii and slopes on Lawnfield Rd.	Supports development of RSIA with 5,900 current jobs (forecasted to double by 2025) and several international manufactures.	6,000 feet of new multi-use path will provide new commuter options to and through area.	Reduction in energy use from new path users and feight efficient signal timing.	Would allow safer operation of truck traffic and provide sidewalks on Lawnfield. Paths would provide safe options for bike/ped through area.	105 direct job years (job years do not credit whole Sunrise project as project can stand alone). NEPA ROD completed.	Truck sensors tied to signal system. Implementing practical design approach utilizing life-cycle cost analysis.	County and ODOT working with local impacted constituents. Completes large finance package.				
Oleson Road Realignment				Pursuing CE, local funding being sought.	Flood control - need more info on how often. Replacing 80 pci surface - no info on how this threatens future conditions relative to regular maint.	Increase in trans system efficiency by increasing system reliability with reduced accidents, reoccurring congestion and risk of flooding.	Provides new bike lanes and provides or widens sidewalks.	Addition of bike lanes & improved sidewalks reduce energy use. Improvements to wetlands, stormwater mgmt & Fanno Creek environment.	Safety project to address high vehicle crash location. Reduces conflicts with better intersection spacing, access mgmt., improved predictability and sight distance. New bike lanes provides seperation from conflicts. Needs to provide ped crossing features as TriMet focus area.	138 direct job years. Identified by FHWA as CE - close-out documentation being prepared.	ITS elements to be included such as adaptive signal timing system hardware. Implementing techniques for longer lasting asphalt.	Development work partnership of local, regional and federal funds for integrated state/local facility. Primary project finance.				
US 26 Helvetia/Brookwood Interchange				Pursuing CE, JTA funding committed.	N/A - poor maintenance condition not an issue.	Supports development of RSIA, forecasted to accommodate 20,000 jobs and \$1.2 B private capital investment.	Adds bicycle and sidewalk facilities through interchange. Reduces congestion.	Reduction in energy use of new bike/ped facilities and reduced idling due to congestion.	Would address documented safety issues associated with congested conditions.	98 direct job years (488/5 - method not annualized into job years). Pursuing CE, schedule anticipates NEPA ROD in Spring 2013.	Completed IAMP. Considering ODOT Solar Highway project installation as gateway treatment.	Hillsboro, Washington County, ODOT and Hillsboro Chamber of Commerce leading development of project. Primary source of project finance.				