

Metro | Agenda

Meeting: Metro Council
Date: Thursday, Oct. 20, 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 Oct. 13, 2011
 - 3.2 **Resolution No. 11-4296**, For the Purpose of Appointing a Member to the East Metro Connections Plan Steering Committee.
 4. RESOLUTIONS
 - 4.1 **Resolution No. 11-4294**, For the Purpose of Accepting a Green Building Policy for Metro Facilities and Operations and Authorizing the Chief Operating Officer to Implement the Policy. **Craddick**
 5. ORDINANCES - SECOND READ
 - 5.1 **Ordinance No. 11-1264A**, 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**
- Public Hearing*
6. CHIEF OPERATING OFFICER COMMUNICATION
 7. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for Oct. 20, 2011 Metro Council meeting

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. 20	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. 23 <i>Date:</i> 2 p.m. Monday, Oct. 24
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. 24	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. 22 <i>Date:</i> 11 p.m. Sunday, Oct. 23 <i>Date:</i> 6 a.m. Tuesday, Oct. 25 <i>Date:</i> 4 p.m. Wednesday, Oct. 26
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.	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.

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 Oct. 13, 2011

Consent Agenda

Metro Council Meeting
Thursday, Oct. 20, 2011
Metro Council Chamber

Agenda Item Number 3.2

Resolution No. 11-4296, For the Purpose of Appointing a
Member to the East Metro Connections Plan Steering
Committee.

Consent Agenda

Metro Council Meeting
Thursday, Oct. 20, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING A	)	RESOLUTION NO. 11-4296
MEMBER TO THE EAST METRO)	
CONNECTIONS PLAN STEERING	)	Introduced by Councilor Shirley Craddick
COMMITTEE		

WHEREAS, the Metro Council has made a commitment to Making A Great Place through its work with local leaders and residents throughout the region to create a prosperous and sustainable community for present and future generations; and

WHEREAS, On February 25, 2010, by Resolution No. 10-4119 (“For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle”), the Metro Council approved commencement of the East Metro Corridor Refinement Plan efforts, representing one of the region’s two top priority corridor refinement plans; and

WHEREAS, Metro Council Resolution No. 10-4126 (“For the Purpose of Creating and Appointing Members of the East Metro Connections Plan Steering Committee”) established a Steering Committee for the purpose of contributing valuable guidance toward completion and adoption of the East Metro Connections Plan, which constitutes a community investment strategy for the plan area; and

WHEREAS, the Metro Councilor from District 1 serves as the Steering Committee Chair; and

WHEREAS, Metro Council Resolution No. 10-4126 declared that Steering Committee membership should be representative of major policy, program, geographic and demographic interests in the project area, including economic development and job creation in and near the plan area; and

WHEREAS, the committee charge as approved in Resolution No. 10-4216 is attached as Exhibit A; and

WHEREAS, the Steering Committee has identified a need for representation from the education sector in the Plan and Influence area; and

WHEREAS, the Steering Committee Chair and Metro Council President support the appointment of Michelle Gregory from Mount Hood Community College to represent the education sector on the Steering Committee, now therefore:

BE IT RESOLVED that the Metro Council, in order to ensure representation of the education sector in the creation of the East Metro Connections Plan;

1. Hereby appoints Michelle Gregory, from Mount Hood Community College, to the East Metro Connections Plan Steering Committee.

2. Michelle Gregory is appointed for a one-year term.
3. The amended list of members is shown on Exhibit B.

ADOPTED by the Metro Council this ____ day of _____ 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

EXHIBIT A TO RESOLUTION NO. 10-4296

East Metro Connections Plan Steering Committee Charge

The East Metro Connections Plan will support local land use and community development aspirations, consistent with the Regional 2040 Growth Concept, through strategic coordination of transportation, land use and community development investments. The East Metro Connections Plan Steering Committee is charged with working toward the successful creation and implementation of the East Metro Connections Plan. They are specifically tasked with the following responsibilities.

- Participate in project chartering and follow decision-making protocols established therein.
- Provide information to and from constituents regarding the process and substance of the East Metro Connections Plan.
- Receive input from, and provide guidance to, the project's Technical Advisory Committee at project milestones, including:
 - goals and objectives
 - problem statement based and desired outcomes for the plan area
 - candidate scenarios for testing
 - methodology for assessing the effectiveness of test scenarios in meeting the plan goals and objectives
 - findings of the analysis
 - proposed project priorities, land use, community investment and other corollary actions and an implementation strategy.
- Recommend a community investment strategy (including phasing and funding) for the plan area to the communities in the plan area, the Joint Policy Advisory Committee on Transportation, the Metropolitan Policy Advisory Committee, and the Metro Council. The community investment strategy will include project priorities, associated land use and community development actions, phasing and funding plans.
- Facilitate local actions and commitments needed to implement the plan.

The Steering Committee will be convened by Metro and will meet approximately three to four times annually at project milestones.

EXHIBIT B TO RESOLUTION NO. 10-4296

East Metro Connections Plan Steering Committee Membership

Councilor Craddick
Metro

Susie Lahsene
Port of Portland

Mayor Weatherby
City of Fairview

Hector Osuna
El Programa Hispano

Mayor Bemis
City of Gresham

Dwight Unti
Tokola Properties

Mayor Kight
City of Troutdale

Ron Cazares
FedEx
Plan area freight

Mayor Smith
City of Wood Village

Jane Van Dyke
Columbia Slough Watershed

Commissioner McKeel
Multnomah County

Michelle Gregory
Mount Hood Community College

Rian Windsheimer
Oregon Department of Transportation

Steve Entenman
East Metro Economic Alliance
Harper Houf Peterson Righellis

Mark Garber
East Metro Economic Alliance
Community Newspapers

Carol Rulla
Coalition of Gresham Neighborhoods

Greg Olson
Multnomah County Bicycle and Pedestrian
Citizen Advisory Committee

Councilor Helm
City of Damascus

Commissioner Damon
Clackamas County

Alan Lehto
TriMet

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4296, FOR THE PURPOSE OF APPOINTING A MEMBER TO THE EAST METRO CONNECTIONS PLAN STEERING COMMITTEE

Date: September 20, 2011

Prepared by: Bridget Wiegart, x1775

BACKGROUND

The East Metro Connections Plan is the first mobility corridor refinement plan to come out of the 2035 Regional Transportation Plan that will incorporate the goals and approach of Metro's mobility corridor strategy designed to better integrate land use, community and economic development, environmental and transportation goals at the corridor refinement plan stage. The East Metro Connections Plan will address the region's priority to improve mobility and access while ensuring that transportation investments support land use aspirations, promote economic development and help support job retention and expansion. Project partners include the cities of Fairview, Gresham, Troutdale and Wood Village, Multnomah County, ODOT and Metro. Additional participating entities include the city of Damascus, Clackamas County, the Port of Portland and TriMet.

A steering committee comprised of representatives of the jurisdictions and key community stakeholders was established in November 2010 to guide this 18-month effort. Steering committee members were identified through a collaborative process with project partners, with consideration given to all segments of the community. Membership is meant to ensure a broad representation and diversity of views. Following the first two meetings of the steering committee, the group identified a need to include representation from the education sector in the Plan Area. Mount Hood Community College has a significant presence in the Plan Area and is a key participant in the area's economic and community development, and it was determined a representative from MHCC would be an appropriate and meaningful addition to the committee. Mount Hood Community College President Michael Hay has identified Michelle Gregory as the College's representative to the Steering Committee. Michelle Gregory serves as the Executive Coordinator for Strategic Initiatives and Board Relations in the Office of the President of Mount Hood Community College.

To ensure that the East Metro Connections Plan integrates land use, community and economic development, environmental and transportation goals, the full committee, with this appointment, will represent the following interests:

- Plan area jurisdictions
- Influence area jurisdictions
- Transit
- Private business
- Economic development
- Community development
- Neighborhoods
- Freight
- Bicycle and pedestrian
- Social equity
- Environment
- Education

The intent of this resolution is to appoint Michelle Gregory to the East Metro Connections Plan Steering Committee in order to represent the interests of the education sector in the Plan Area, thereby broadening stakeholder representation and diversity of views on the steering committee.

ANALYSIS/INFORMATION

1. **Known Opposition** There is no known opposition to this Resolution.
2. **Legal Antecedents** The creation and appointment of members to the East Metro Connections Plan Steering Committee is consistent with Metro Code 2.19.030 (Membership of the Advisory Committees) and 2.19.040 (Advisory Committee Purpose and Authority Resolution), as well as Resolution No. 10-4119 that established the East Metro Connections Plan as a priority mobility corridor refinement plan in the 2010-2013 Regional Transportation Plan cycle. This Resolution succeeds Resolution 10-4126 (For the Purpose of Creating and Appointing Members of the East Metro Connections Plan Steering Committee), which established the East Metro Connections Plan Steering Committee.
3. **Anticipated Effects** Adding an education sector representative will ensure representation from the education sector in the Plan Area and will enhance the ability of the steering committee to provide valuable guidance toward completion and adoption of an East Metro Connections Plan.
4. **Budget Impacts** There is no significant budget impact to adding a member to the steering committee.

RECOMMENDED ACTION

Metro staff recommends the adoption of Resolution No. 11-4296

Agenda Item Number 4.1

Resolution No. 11-4294, For the Purpose of Accepting a Green Building Policy for Metro Facilities and Operations and Authorizing the Chief Operating Officer to Implement the Policy.

Resolutions

Metro Council Meeting
Thursday, Oct. 20, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING A GREEN	)	RESOLUTION NO. 11-4294
BUILDING POLICY FOR METRO FACILITIES)	
AND OPERATIONS AND AUTHORIZING THE	)	Introduced by Acting Chief Operating Officer
CHIEF OPERATING OFFICER TO IMPLEMENT	)	Daniel B. Cooper, with the concurrence of
THE POLICY	)	council president Tom Hughes

WHEREAS, the Metro facility portfolio includes a diverse array of buildings, including solid waste facilities, public venues, theaters, a zoo, park facilities and an office building;

WHEREAS, operating these buildings results in environmental impacts associated with providing public services, including the following impacts in the 2008 baseline year:

- 26,177 metric tons of greenhouse gas emissions (45% of the emissions from Metro operations)
- 2,600 tons of waste
- 2,100 chemical products with a high toxicity rating for health, environment, or physical toxicity
- 285 million gallons of water
- 110 acres of impervious surfaces

WHEREAS, in 2010 Metro Council adopted Resolution No. 10-4198, "For the Purpose of Adopting Metro's Sustainability Plan and Authorizing the Metro Chief Operating Officer to Implement the Plan," which provides a framework for the strategies and actions needed to address Metro's five environmental sustainability goal areas of greenhouse gas emissions, toxics, waste, water and habitat;

WHEREAS, development of a green building policy for new construction, major renovations and operation and maintenance of existing buildings owned and operated by Metro was identified as a high priority action in the Sustainability Plan to be implemented within the first year after plan adoption;

WHEREAS, green building techniques are recognized as best practices for operating efficiently and realizing high performance from public facilities; now therefore

BE IT RESOLVED that the Metro Council hereby accepts Metro's Green Building Policy for Metro Facilities and Operations and authorizes the Metro Chief Operating Officer to implement the policy, including any updates to the policy that the Chief Operating Officer deems necessary.

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

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4294, FOR THE PURPOSE OF ACCEPTING A GREEN BUILDING POLICY FOR METRO FACILITIES AND OPERATIONS AND AUTHORIZING THE CHIEF OPERATING OFFICER TO IMPLEMENT THE POLICY

Date: October 3, 2011

Prepared by: Molly Chidsey
503-797-1690

BACKGROUND

In 2010 Metro Council adopted Resolution No. 10-4198 which adopted the Metro Sustainability Plan for internal and business operations. This plan identifies and guides the practices and projects needed to improve the sustainability of Metro's operations and address the five environmental sustainability goal areas of greenhouse gas emissions, toxics, waste, water and habitat.

One of the high-priority actions identified in the plan was Sustainability Management action 4.2, "Adopt a Metro-wide green building policy to set standards based in the LEED standard for new construction and operations of existing buildings. Include sustainable site management standards for Metro's developed parks and green spaces." The proposed Green Building Policy addresses the first portion of this action. The scope of the proposed policy is for new construction, major renovation and operations and maintenance of existing facilities owned and operated by Metro.

Metro's building portfolio is varied and unique. The operations include large public event venues, theaters, the zoo, solid waste facilities, park facilities and one office building. Because of this diverse portfolio, this policy was designed with flexibility in terms of building size and building type.

The policy will clarify expectations for how new buildings are built or renovated, and have the added benefit of integrating green building standards very early into the design process so as to have the least cost impact.

ANALYSIS/INFORMATION

1. Known Opposition

None.

2. Legal Antecedents

Metro Council Resolution 10-4198, "For the Purpose of Adopting Metro's Sustainability Plan and Authorizing the Metro Chief Operating Officer to Implement the Plan.

3. Anticipated Effects

With this resolution, Metro formally adopts the Green Building Policy for buildings owned and operated by Metro. Departments will need to integrate the standards into design specifications for new and renovated buildings, as well as into operations of existing buildings.

4. Budget Impacts

The costs to implement this policy will vary from project to project. In many instances, green building standards can be achieved with little to no additional cost over conventional new building construction. In other cases, there could be an additional up-front investment required. In most cases, integrating green building practices into new buildings and into maintenance of existing buildings can reduce operating costs over time from savings on utilities such as energy and water. Projects will be

evaluated using prioritization criteria established in the Sustainability Plan, which includes but is not limited to return on investment.

RECOMMENDED ACTION

The Chief Operating Officer recommends that the Metro Council accept the Green Building Policy by adopting the attached resolution.

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Appendix 2: Sample RFP evaluation criteria for social equity in contracts	
Appendix 3: Square footage of Metro buildings	
Appendix 4: Metro sustainability goals for internal operations, indicators of progress, and interim targets from Metro Sustainability Plan, 2010	
Appendix 5: Sample reporting templates for new construction, major renovation and operations and maintenance projects	
Appendix 6: Ecoroof Practicality Check Sheet, City of Portland	

Section 1. Purpose and goals

- 1.1. The purpose of the Metro Green Building Policy is to set standards for construction, operations and maintenance of Metro buildings and developed properties that support achievement of Metro's five Sustainability goals.
- 1.2. This policy applies to all buildings owned and/or operated by Metro, including visitor venues.
 - 1.2.1. Buildings are defined as "enclosed structures that are regularly occupied by people and contain conditioned space (heated or cooled)."
 - 1.2.2. Solid waste transfer stations are included in the policy, though they do not contain conditioned space. Opportunities for applying green building methods or standards for solid waste transfer station construction or renovation projects shall be evaluated on a project-by-project basis.
 - 1.2.3. Residential buildings (houses) located on Metro natural area properties are specifically excluded from this policy.
 - 1.2.4. Exceptions to this policy shall be considered by the Metro Chief Operating Officer (COO) with written input from the Sustainability Steering Committee, Sustainability Program and department directors.
- 1.3. The Metro Council adopted the Sustainability Plan for Internal and Business Operations (Plan) through Resolution 10-4198 in October 2010.¹ Sustainability Management Action 4.2 of the Sustainability Plan directs Metro to adopt an agency-wide green building policy to set standards for new construction and operations of existing buildings based on the Leadership in Energy and Environmental Design (LEED) standard.
- 1.4. The Plan also directs Metro to adopt sustainable site retrofit, development and management practices and standards for Metro's developed properties and parks, which will be addressed in a separate policy. Options for sustainable site standards include Salmon Safe certification or the Sustainable Sites Initiative.²
- 1.5. The Plan outlines environmental goals for internal operations, which the Metro Council adopted through Resolution 03-3338 in May 2003.³ This Green Building Policy supports implementation of building construction and maintenance practices that support achievement of the following five goals.
 - a. Reduce direct and indirect greenhouse gas emissions, measured in carbon dioxide equivalent (CO₂e), 80 percent below 2008 levels by 2050.
 - b. Eliminate the use or emissions of persistent bioaccumulative toxics (PBTs) and other priority toxic and hazardous substances by 2025.

¹ Metro Council Resolution 03-3338, "For the Purpose of Directing the Metro Chief Operating Officer to Establish a Sustainable Business Model for Metro Departments and Facilities and Undertake Related Duties," 2003. <http://rim.oregonmetro.gov/webdrawer/rec/20828/>.

² Salmon Safe is an independent 501(c)3 nonprofit focused on transformation of land management practices so Pacific salmon can thrive in West Coast watersheds. The Sustainable Sites Initiative™ (SITES™) is an interdisciplinary effort by the American Society of Landscape Architects, the Lady Bird Johnson Wildflower Center at The University of Texas at Austin and the United States Botanic Garden to create voluntary national guidelines and performance benchmarks for sustainable land design, construction and maintenance practices.

- c. Recover all waste for recycling or composting, and reduce overall generation of waste by 2025.
- d. Reduce water use 50 percent below 2008 levels by 2025.
- e. Metro's parks, trails and developed properties will positively contribute to healthy, functioning urban ecosystems and watershed health. Metro's natural areas are healthy, functioning ecosystems.

Section 2. Approach

- 2.1. The buildings in the Metro portfolio are highly varied and distinct from each other. Metro's buildings range from large-scale venues (Portland Center for the Performing Arts theaters, Convention Center, Expo Center) to a campus of many buildings and exhibits (Oregon Zoo) to solid waste processing buildings (Metro Central and South transfer stations) to office buildings (Metro Regional Center) to park buildings (Blue Lake Park, Oxbow Park).
- 2.2. This policy includes different standards for different building sizes and types in order to support the various needs and unique operations of these buildings as well as Metro's environmental sustainability goals.

Section 3. Green building standards for new construction and major renovations

- 3.1. The following green building standards shall apply to newly-constructed Metro buildings as well as all major renovations to buildings Metro owns and operates.
- 3.2. Newly constructed buildings and major renovations of buildings over 70,000 square feet shall be built to the LEED Rating System for New Construction and Major Renovations (LEED-NC) certification at the Gold level or higher and certified by the Green Building Certification Institute. The most recent version of the LEED standard will be followed.
 - 3.2.1. In meeting this standard, the following LEED-NC credits are required to be incorporated into each project. Metro selected the following credits due to their alignment with Metro's environmental sustainability goals for internal operations.
 - a. Energy & Atmosphere credit 1, Optimize Energy Performance: Achieve at least 30% savings for New Construction; 26% for Major Renovation compared with the baseline building performance rating for that building type
 - b. Water Efficiency credit 1, Water efficient Landscaping: Reduce by 50%
 - c. Water Efficiency credit 3, Water Use Reduction: Achieve at least 30% savings
 - d. Materials and Resources credit 2: Divert a minimum of 85% of all construction and demolition (C&D) waste to recycling and reuse markets (this is 10% more recovery than necessary to achieve two points in the LEED rating system)
 - e. Indoor Environmental Quality credits 4.1 - 4.4, Low Emitting Materials: Adhesives & Sealants, Paints & Coatings, Flooring Systems, and Composite Wood & Agrifiber Products
 - f. Sustainable Sites credit 6.1: Stormwater Design, Quality Control
 - g. Sustainable Sites credit 7.2: Heat Island Effect – Roof
 - h. Sustainable Sites credit 8: Light Pollution Reduction
 - 3.2.2. The following credits (which closely align with Metro's sustainability goals) are preferred, but not required, for LEED-NC projects as applicable to each project and site. These credits align with Metro's environmental sustainability goals for internal operations.

- a. Energy & Atmosphere credit 3: Enhanced Commissioning
- b. Energy & Atmosphere credit 4: Enhanced Refrigerant Management
- c. Water Efficiency credit 3: Water Use Reduction
- d. Materials and Resources credit 3: Materials Reuse
- e. Materials and Resources credit 4: Recycled Content Materials
- f. Materials and Resources credit 5: Regional Materials
- g. Materials and Resources credit 7: Certified Wood
- h. Sustainable Sites credit 5.1: Protect or Restore Habitat
- i. Sustainable Sites credit 6.2: Stormwater Design
- j. Sustainable Sites credit 7.1: Heat Island Effect – Non-Roof

3.3. Newly constructed facilities and major renovations between 5,000 and 70,000 square feet shall be built to the Earth Advantage Commercial standard at the Gold level or higher and certified by the Earth Advantage Institute. LEED-NC at the Gold certification level is still an option, but not required. When pursuing Earth Advantage Commercial certification at the gold level, the following measures shall be incorporated into each project. These measures align with Metro’s environmental sustainability goals for internal operations.

- a. Health Option 4: Sustainable Housekeeping
- b. Materials Option 4: Sustainable Timber 35%
- c. Materials Option 7: Organic Waste Collection or Compost Facilities
- d. Land Option 1: Heat Island: Roofs

3.4. Newly constructed buildings and major renovations under 5,000 square feet do not require certification by either of the aforementioned standards. However, the buildings are required to meet performance targets in the five Sustainability goal areas of greenhouse gas emissions (including building energy), waste, toxics, water and habitat.

3.5. Newly constructed buildings and exhibits in the Oregon Zoo Bond construction program shall meet the previously adopted green building target of LEED-NC certification at the Silver level or better for the elephant, primates and polar bear exhibits and the Conservation Discovery Zone education building.

3.5.1. If the Zoo determines that LEED-NC Silver certification is not applicable for any of the projects identified in section 4.8, then the standards in the Metro Green Building Policy would apply instead.

3.6. All new construction and major renovation projects shall meet the following additional requirements:

3.6.1. Project planning: All new construction and major renovation projects shall incorporate resources needed to comply with the requirements of this policy in the project budget, starting with the initial design phase. Resources shall include staff time necessary to complete documentation requirements for the green building standard applicable to the building. Integrated design practices should be utilized early in the design process.

3.6.2. Solar: New buildings that meet the criteria outlined by the State of Oregon in the “1.5% for Solar Energy in Public Building Construction Contracts” rule are required “to spend an amount equal to at least 1.5 percent of the total contract price of a public improvement

contract for the construction or major renovation of a public building for the inclusion of appropriate solar energy technology in the building.”⁴

- 3.6.3. **Roofs:** The following requirements intend to minimize the urban heat island effect, enhance urban habitats for wildlife, and reduce stormwater runoff. New buildings shall be designed and constructed to include an ecoroof with at least 70% coverage of the total roof area and solar reflectance index,⁵ Energy Star-rated roof material on any remaining non-ecoroof surface area OR Energy Star-rated roof material when an integrated ecoroof/Energy Star-rated roof is deemed impractical by an engineering analysis of major renovation projects. If an Ecoroof is deemed unfeasible from an engineering and design perspective, project managers shall propose an alternative method of treating stormwater runoff from the roof surface (e.g. Bioswale).

The total roof area excludes skylights, equipment, solar energy panels and appurtenances.

Section 4. Standards for Operations and Maintenance of Existing Buildings

- 4.1. Metro facility operations managers shall assess existing buildings over 50,000 square feet for eligibility to apply for the LEED Rating System for Existing Buildings: Operations & Maintenance (LEED-EB+OM) certification at the Silver level or higher. LEED-EB+OM certification at the Silver level or higher is required if a building meets eligibility criteria and other prioritization criteria selected by Metro. The most recent version of the LEED standard for existing buildings shall be followed.
- 4.1.1. Metro facility operations managers shall complete assessment of buildings for LEED-EB+OM certification eligibility within two years of policy adoption. A sample assessment tool is provided in Appendix 1. Buildings that are determined to be good candidates for LEED-EB+OM certification shall be ranked in order of priority and certification pursued starting with the highest priority building or buildings first. Buildings selected by Metro as eligible and prioritized for the LEED-EB+OM standard shall be certified by the Green Building Certification Institute.
- 4.1.2. Facility operations managers shall complete this analysis with support from a credentialed LEED Accredited Professional (AP) in the Operations + Maintenance standard.
- 4.2. **Operational requirements:** All Metro buildings, regardless of their eligibility for LEED-EB+M certification, shall develop programs that meet the following sustainable operations measures.
- 4.2.1. **Recycling:** All Metro buildings shall meet the following Business Recycling Requirements.⁶
- a. Separate paper, cardboard and containers (aluminum cans, plastic bottles and glass) for recycling.
 - b. Ensure there are containers for collection of these recyclables.
 - c. Post signs at collection areas, indicating which materials should be recycled.

⁴ Oregon Administrative Rules (OAR) 330-135-0010 to 330-135-0055, “1.5 Percent for Solar Energy in Public Building Construction Contracts. www.oregon.gov/ENERGY/CONS/docs/Solar_Public_Buildings_Final.pdf?ga=t

⁵ Solar Reflective Index standards consistent with the LEED-New Construction standard, Sustainable Sites credit 7.2: Low-sloped (< or equal 2:12): minimum SRI = 78; Steep-sloped (> 2:12), min SRI = 29 as of this writing.

⁶ Metro requires all local governments in the region to adopt Business Recycling Requirements. <http://www.oregonmetro.gov/index.cfm/go/by.web/id=26294>

- 4.2.2. Compost: All Metro buildings shall separate food waste and compostable, non-recyclable paper where hauling services for these source-separated materials are available.
- 4.2.3. Roofs: The following requirements intend to minimize the urban heat island effect, enhance urban habitats for wildlife and reduce stormwater runoff. An ecoroof feasibility engineering analysis shall be completed for all roofing projects that require a tear-off or full roof replacement. If the analysis shows that an ecoroof is feasible, the new roof shall include an ecoroof with at least 70% coverage and high solar reflectance index, Energy Star-rated roof material on any remaining non-ecoroof surface area. If the analysis shows that an ecoroof is not feasible, the new roof shall be a high solar reflectance, Energy Star-rated roofing material wherever this material is feasible for the roofing type. Project managers overseeing ecoroof projects shall apply for Ecoroof funding assistance from the city of Portland Ecoroof Incentive Program whenever available. www.portlandonline.com/bes/index.cfm?c=48724. If an ecoroof is deemed unfeasible from an engineering and design perspective, project managers shall propose an alternative method of treating stormwater runoff from the roof surface (e.g. bioswale).
- 4.2.4. All linear fluorescent lamps shall meet the standard set in the European Union Restriction on Hazardous Substances (RoHS) Directive for mercury levels in lamps.
- 4.2.5. All new electronic equipment purchased shall be Energy Star certified,⁷ where certified products are available.
- 4.2.6. All water fixtures purchased shall be EPA Water Sense certified,⁸ where certified products are available.
- 4.2.7. All Metro buildings larger than 5,000 square feet shall have an Energy Efficiency Action Plan in place, which shall include, but not be limited to, the following measures:
- For buildings larger than 10,000 square feet, complete a comprehensive energy audit of the building using the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Level II standard for Energy Survey and Engineering Analysis. Funding for energy audits shall be built into the budgets for the building. If the Energy Trust of Oregon (ETO) provides funding for energy audits, the ETO audit process is acceptable. Energy audits should be completed every five to ten years.
 - Complete energy performance benchmarking using Energy Star Portfolio Manager where applicable to the building type.⁹ If comparable energy performance benchmarks are not available for the building type, the methodology available in the LEED-EB O+M v2009 rating system may be used.¹⁰

⁷ The U.S. EPA certification program for energy efficient equipment and appliances is **Energy Star**. Find certified products at http://www.energystar.gov/index.cfm?fuseaction=find_a_product.

⁸ The U.S. EPA certification program for water efficient fixtures is **Water Sense**. Find certified products at <http://www.epa.gov/WaterSense/>.

⁹ Energy Star Portfolio Manager provides a national energy performance rating system, available for office buildings, K-12 schools, grocery stores, hotels and hospitals. www.energystar.gov/index.cfm?c=assess_performance.benchmark.

¹⁰ The LEED O+M 2009 rating system also offers a methodology for energy performance benchmarking that can be used for venues. LEED EB+OM Energy & Atmosphere Credit 1 (Case 2, Option 2).

- c. Compile a prioritized list of energy efficiency measures (EEM) appropriate to the building. Examples of EEM include upgrades or replacement of lighting, heating, ventilation and cooling (HVAC), insulation, motors or any custom measures unique to the facility as identified during an energy audit.
- d. Integrate the EEM into the building Capital Improvement Project (CIP) and Renewal and Replacement (R&R) project lists.
- e. Track utility usage through Metro's Utility Manager database.
- f. Manage plug load through best practices for energy conservation; include turning off all non-essential lights, computers and monitors during non-business hours and reducing phantom or standby power usage.

4.3. Sustainability criteria for systems upgrades

- 4.3.1. Systems upgrades in Metro buildings shall require selection of most efficient options available and applicable for that system.
- 4.3.2. Replacement or upgrade of lighting, HVAC equipment and domestic hot water equipment shall, at a minimum, require installation of energy efficient options for which financial incentives are available from the ETO Existing Buildings Standard Incentives 11 or other energy efficiency incentive resources. Project managers shall apply for any incentives available from ETO for energy efficient equipment. If options are available that conserve more energy than those that are incented by ETO, those may be selected.
- 4.3.3. Total cost of ownership shall be used in the decision-making criteria for selection of retrofit or replacement projects for funding, rather than simple comparison of the initial first costs.

4.4. Sustainability criteria for campus-wide upgrades

- 4.4.1. When multi-building redesign projects occur at a campus scale (not just a single building), such as at the Oregon Zoo or Expo Center, sustainable operations will be integrated into the design process consistent with the Metro sustainability goals outlined in Section 1.5 of this policy.

4.5. Social equity in green building project contracts

- 4.5.1. Sheltered market: Consistent with Metro procurement policies and programs for departments to which the policies apply, all construction opportunities under \$50,000 are solicited from and bid among only qualified Minority, Women and Emerging Small Business (MWESB) contractors. This requirement applies to energy efficiency retrofits and other sustainability-related building upgrades. See Metro Code section 2.04.115(h).
- 4.5.2. RFP/RFB evaluation: All projects that fall within the scope of this Green Building Policy are required to include social equity as an evaluation criterion in the Request for Proposals (RFPs) or Request for Bids (RFBs). Metro's Procurement Services division shall provide project managers with suggested evaluation criteria.

¹¹The Energy Trust of Oregon's current listing of Existing Buildings Standard Incentives is available online at <http://energytrust.org/business/incentives/commercial-buildings/equipment-upgrades/>.

Section 5. Phases of implementation

- 5.1. This policy shall be implemented in the timeframes noted in this section, and by the groups of people identified in Section 7, Roles and Responsibilities.
- 5.2. Phase 1: Building evaluation and benchmarking (2012-2013)
 - 5.2.1. Standards for new construction and major renovations are effective starting with the approval of this policy.
 - 5.2.2. Conduct assessments of building performance and identify areas for improvement in Metro's environmental sustainability goal areas of energy usage, water consumption, waste generation and recycling, toxics usage, habitat-friendly development practices and stormwater impact.
 - 5.2.2.1. Conduct energy audits and create energy efficiency action plans as described in Section 4.2.7.
 - 5.2.3. Conduct assessments of existing buildings over 50,000 square feet for eligibility and applicability of LEED-EB+OM certification at the Silver level or higher as outlined in Section 4.1 of this policy. Metro's Sustainability Steering Committee will prioritize eligible buildings for the purposes of seeking certification and present to the COO for approval.
 - 5.2.4. Develop and adopt operational policies and procedures that support the Green Building Policy, including but not limited to green cleaning policy, integrated pest management (IPM) policy and solid waste management policy.
 - 5.2.5. Revise and update capital project and renewal and replacement funding processes to be consistent with the Green Building Policy.
 - 5.2.6. Evaluate list of existing capital and renewal and replacement projects for the following ten years and identify opportunities to integrate sustainability into these projects.
 - 5.2.7. Develop and adopt appropriate sustainable site management standards for Metro's developed properties. Examples of sustainable site management standards include Salmon Safe and the Sustainable Sites initiative.
 - 5.2.8. Prioritize and categorize green building projects for Phase 2, Implementation.
- 5.3. Phase 2: Implementation (Starts January 2014)
 - 5.3.1. Begin implementation of LEED-EB+OM certification for priority eligible buildings that Metro has prioritized during Phase 1, as described in Section 4.1.
 - 5.3.2. Implement strategies to improve environmental performance of existing buildings in environmental sustainability goal areas.
 - 5.3.3. Annually evaluate practices at all buildings and identify areas for continuous improvement in sustainable operations. Describe accomplishments and plan for continuous improvement in annual green building progress report, as described in Section 8.

Section 6. Roles and Responsibilities

6.1. Directors

- 6.1.1. Department and facility directors will integrate green building projects that support the requirements of this policy into their annual budget proposals.

6.2. Building operations managers

- 6.2.1. Conduct assessments of building performance and energy efficiency action plans, as described in Section 4.2.7.
- 6.2.2. Implement all standards for operations and maintenance of existing buildings outlined in Section 4.
- 6.2.3. Complete LEED-EB+OM eligibility assessments for buildings over 50,000 square feet, as described in Section 4.1.
- 6.2.4. Ensure training for operations staff and project managers in green building operations and maintenance.

6.3. Property and Project Management Office (PPMO)

- 6.3.1. Integrate green building criteria from this policy into the PPMO manual.
- 6.3.2. Provide training for project managers on green building standards required by this policy, as well as training on the implementation of this policy.
- 6.3.3. Hold project managers accountable for implementation of the Green Building Policy.

6.4. Project managers

- 6.4.1. Integrate Green Building Policy requirements into all new construction, major renovations and minor building retrofit projects where required.
- 6.4.2. For new construction and major renovation projects, submit the following:
 - 6.4.2.1. Projects working toward LEED-NC Gold certification: submit LEED checklist and review comments from the Green Building Certification Institute at project completion indicating that the project has achieved the credits. Also suggest that Metro require a LEED scorecard of “expected” LEED credits by 50% design development phase to ensure design is on track, and reserve the right to follow up with teams and require narrative descriptions of strategies and project documents on a project-by-project basis as needed.
- 6.4.3. Incorporate green building requirements appropriate for the building size and type in the project budget starting with the initial design phase as described in Section 3.
- 6.4.4. Attend green building training.

6.5. Sustainability Steering Committee

- 6.5.1. The primary function of the Sustainability Steering Committee is to oversee implementation of the Metro Sustainability Plan for internal operations. Departments and facilities represented on the committee are: Oregon Convention Center and Expo; PCPA; Oregon Zoo; Parks & Environmental Services parks and solid waste facilities.
- 6.5.2. Evaluate and prioritize Metro buildings eligible for potential LEED-EB+OM certification and recommend buildings for certification to the COO.
- 6.5.3. Contribute to annual report on progress toward implementation of this policy.

6.6. Finance

- 6.6.1. Revise and update all funding processes to be consistent with the Green Building Policy as described in Section 7.

6.7. Procurement services

- 6.7.1. Align procurement policies and procedures to support Green Building Policy requirements.

6.8. Sustainability program

- 6.8.1. Develop and adopt operational policies and procedures that support the Green Building Policy as needed.
- 6.8.2. Report on progress toward implementing the Green Building Policy in the annual Sustainability Report to Metro COO and Council, as described in Section 8.

Section 7. Funding methods and tools

- 7.1. Funding methods: Identify funding needs for increasing sustainability of projects in Metro's Capital Improvement Program and Renewal and Replacement Program scheduled for the next five years (FY 2011-12 to FY 2016-17). Develop budgetary, funding and accounting methods for achieving sustainable outcomes consistent with this policy and with adopted sustainability goals listed in Appendix 4 of this policy. Deliver funding options to the COO in March 2012 for adoption.
- 7.2. Return on investment (ROI): Projects which result in a measurable reduction in electricity, natural gas or water consumption by increasing efficiency, and that will result in an avoided cost for ongoing operations, have a positive ROI to Metro. Energy efficiency projects which have a ROI of ten years or less shall be prioritized for funding from Metro's various funding sources even if there is an up-front capital investment required.
 - 7.2.1. ROI for energy efficiency projects is typically estimated by the Energy Trust of Oregon or its partner service providers.
 - 7.2.2. Accounting for ROI from energy efficiency projects will be determined by budgetary, funding and accounting methods identified in Section 7.1.
- 7.3. Energy Trust of Oregon incentives: When incentive funds are available from the Energy Trust of Oregon for energy efficiency projects, project managers shall apply these to their projects.

- 7.4. Total cost of ownership: Building maintenance projects shall use a total cost of ownership model to determine the best value for Metro over the expected life of the equipment, consistent with Metro's Sustainable Procurement Policy.
- 7.5. Fund applicability and department directors: Implementation of this policy shall be consistent with the administration process appropriate for each fund, including the General Fund, Solid Waste Fund, and Metro Exposition and Recreation Commission Fund.
- 7.6. Department and facility directors shall have the authority to integrate green building methods that support this policy into their proposed annual budgets.

Section 8. Reporting requirements

- 8.1. At the end of each new construction or major renovation project, the project manager is responsible for submitting the following information to the Sustainability Program: (1) amount of construction and demolition waste diverted from each project and reused on the job site (total tons, percent diverted, and list of primary materials diverted); (2) a summary of all LEED credits or Earth Advantage Commercial measures that were incorporated in the project, (3) a copy of certification document for either LEED or Earth Advantage Commercial when available, and (4) any MWESB-certified contractors used for the project.
- 8.2. At the end of each fiscal year, operations managers are responsible for submitting a summary of sustainable building operations and maintenance projects completed in the previous fiscal year including capital improvement projects as well as renewal and replacement projects that implement this policy. These summaries shall include: (1) a one to two-paragraph summary of the project; (2) which of the Metro Sustainability goals the project addresses; (3) any anticipated resource or financial savings expected from the project; (4) any MWESB-certified contractors used for the project.
- 8.3. Progress on implementation of the Green Building Policy shall be included in the Sustainability Plan annual report prepared by the Metro Sustainability Program and presented to the Metro Council.
- 8.4. Environmental sustainability performance of Metro buildings in the five goal areas of carbon emissions, toxics, waste, water and habitat/stormwater shall be reported in absolute terms (e.g., total gallons or cubic feet of water consumed from a building in a given year) and in normalized terms (e.g. gallons consumed per visitor per year, per full-time equivalent worker per year, per square foot area per year, depending on building type).

Section 9. Definitions and terms

For the purposes of this policy, the following terms and definitions apply:

- 9.1. **Appurtenance**: As defined by the U.S. Green Building Council, "an appurtenance is any built-in, nonstructural portion of a roof system, such as skylights, ventilators, mechanical equipment, partitions and solar energy panels."
- 9.2. **Earth Advantage Commercial**: A green building certification standard and rating system for or the design, construction and operation of high performance small commercial buildings developed and maintained by the Earth Advantage Institute.

- 9.3. **Ecoroof:** An Ecoroof consists of a layer of vegetation over a growing medium on top of a synthetic, waterproof membrane. According to the City of Portland Ecoroof program, an Ecoroof significantly decreases stormwater runoff, saves energy, reduces pollution and erosion and helps preserve fish habitat.
- 9.4. **Energy Trust of Oregon (ETO):** An independent nonprofit organization dedicated to helping utility customers benefit from saving energy and generating renewable energy. Cash incentives, information and services help customers of Portland General Electric, Pacific Power, NW Natural and Cascade Natural Gas manage energy costs, increase comfort at home, improve productivity in the workplace and protect the environment.
- 9.5. **Bioswale:** Landscape elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides and often filled with vegetation.
- 9.6. **Building:** An enclosed structure that is regularly occupied by people and contains conditioned space (heated or cooled).
- 9.7. **FSC certified:** Forest Stewardship Council certification is an independent standard for sustainable management of forests and forest products, developed and maintained by the Forest Stewardship Council.
- 9.8. **Green Building Certification Institute (GBCI):** A third-party organization that provides independent oversight of professional credentialing and project certification programs related to green building. GBCI administers certifications and professional designations within the framework of the U.S. Green Building Council's LEED® Green Building Rating Systems™.
- 9.9. **Integrated design:** Multidisciplinary collaboration, including key stakeholders and design professionals, from conception to completion of a building project, rather than the traditional series of hand-offs from owner to architect, from builder to occupant.
- 9.10. **LEED:** Leadership in Energy and Environmental Design, a green building certification standard and rating system developed and maintained by the U.S. Green Building Council.
- **LEED-NC:** LEED for New Construction and Major Renovations, latest version available
 - **LEED-EB+OM:** LEED for Existing Buildings Operations and Maintenance, latest version available
- 9.11. **Major renovation or retrofit:** The replacement of both lighting and HVAC that serve more than 50% of the total building floor area.¹² Major renovation project scopes involve significant design and construction activities. For the purposes of this policy, Metro uses the Energy Trust of Oregon's most current definition of major renovation.
- 9.12. **RoHS:** The European Union Restriction on Hazardous Substances (RoHS) Directive restricts the use of six hazardous materials in the manufacture of various types of electronic and electrical equipment, including mercury levels in fluorescent lamps.

¹² This definition of "major renovation" is from the Energy Trust of Oregon (ETO). An updated definition is expected in September 2011. This is the threshold used by ETO for major renovations under their "New Buildings Program." <http://energytrust.org/business/new-building/>

- 9.13. **Solar Reflectance Index:** A measure of a material's ability to reject solar heat, as shown by a small temperature rise. It is defined so that a standard black (reflectance 0.05, emittance 0.90) is 0 and a standard white (reflectance 0.80, emittance 0.90) is 100. Materials with the highest SRI values are the coolest choices for roofing.
- 9.14. **IAQ:** Indoor air quality – the nature of air inside the space that affects the health and well-being of building occupants.
- 9.15. **Sustainability:** Metro adopted the State of Oregon's definition of sustainability in 2008, as defined in ORS 184.421(4), as the working definition that shall be used at Metro: "Sustainability' means using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can also meet future needs, from the joint perspective of environmental, economic and community objectives."
- 9.16. **Total Cost of Ownership:** The comprehensive accounting of the total cost of ownership, including the initial costs, energy and operational costs, longevity and efficacy of service, and disposal costs.

APPENDIX 1

Sample evaluation tool for prioritization of Metro's existing buildings to pursue the LEED for Existing Buildings Operations and Maintenance standard

Metro Buildings over 50,000 GSF (not a complete list of Metro buildings)	Metrics								Impact Categories				
	Area (GSF)	Employees (FTE)	Visitors/yr	Operating hours	EUI (kBtu/SF/yr)	Energy Use (MBtu/yr)	Energy Star Score	Water (Gal/yr)	GHG & Energy	Water	Health	Cost	Public Visibility
Category Weight	n/a								X	X	X	X	X
Metro Regional Center	85,000												
Oregon Convention Center	877,000												
Expo Center	399,000												
Hall A-B-C	183,000												
Hall D	90,000												
Hall E	126,000												
PCPA - Hatfield	101,074												
PCPA - Keller	146,555												
PCPA - Schnitzer	77,625												
Metro South Transfer Station	85,515												
Metro Central Transfer Station	179,000												

- Other metrics to include:**
- Do we plan to make additional capitol investments in this building? Y/N
 - Prioritization criteria from Metro Sustainability Plan

Appendix 2

Sample social equity evaluation criteria for requests for proposals

The following evaluation criteria are recommended for use in Requests for Proposals by the Metro Procurement Services department.

Diversity in Employment and Contracting:

- Work Force Diversity – Describe your work force demographics (number of employees, race and gender) and the measurable steps taken to ensure a diverse work force, including company policies and practices that promote the hiring and retention of women and ethnic minorities.
- Diversity in Contracting – Describe your history of working with diverse firms, including any MWESB-certified firms. Describe a project for which you worked with minorities, women or emerging small businesses. Please provide the project name, method used to achieve participation – for example, joint ventures, subcontracts or purchase of equipment or supplies from a certified firm – and the dollar amount or percentage of the project budget expended on such participation.
- Diversity of Firm – Describe the ownership of your firm and whether or not your firm is certified by the State of Oregon as an MBE, WBE or ESB. Provide certification number, if applicable.

Appendix 3

Square footage of Metro buildings

NOTE: Numbers next to facility names refer to square footage.

Building size	Large facilities (over 70,000 square ft)	Medium-size facilities (5,000-70,000 square feet)	Small (under 5,000 square feet) and very unique facilities
Sample of Metro buildings by size	Metro South transfer station (85,515)	Some Zoo buildings	Some Zoo exhibits
	Metro Central transfer station (178,790)	MetroPaint facility-leased (22,500)	Metro South and Central hazardous waste facility (about 3,500 each)
	Metro Regional Center (111,900)	Glendoveer golf course	St. Johns Landfill admin facility (3,800)
	OCC (876,651)	Ringside restaurant (9,775)	Blue Lake House (event rental) (1,400)
	Expo	Tennis center (24,600)	
	Hall A-B-C (182,824)	Driving range building (35,200)	
	Hall D (89,707)		
	Hall E (126,116)		
	PCPA		
	Hatfield (101,074)		
	Keller (146,555)		
	Schnitzer (77,625)		

Appendix 4

Metro sustainability goals for internal operations

From Metro Sustainability Plan, adopted 2010

GHGs: Reduce greenhouse gas emissions 80 percent below 2008 levels by 2050.

Indicators: Greenhouse gas emission sources for Scopes I, II and III

	SCOPES 1, 2 and 3 EMISSIONS (excluding Supply Chain)	SCOPE 3 SUPPLY CHAIN EMISSIONS
	Reduction targets (quantitative)	Process targets (qualitative)
3 Years (2013)	Arrest GHG emissions	Develop a process to quantify Scope 3 emissions reductions and establish quantitative targets.
5 Years (2015)	15 percent reduction	Advance efforts to reduce Scope 3 emissions based on current best practices and available tools and data.
10 Years (2020)	25 percent reduction	
15 Years (2025)	40 percent reduction	
40 Years (2050)	80 percent reduction	

Toxics: Eliminate the use or emissions of PBT's and other priority toxic and hazardous substances by 2025.

Indicator: Percentage of chemical products used at Metro facilities that have ingredients with a "3" rating in MSDS inventory for health, environmental or physical hazard

	Reduction targets (quantitative)	Process targets (qualitative)
3 Years (2013)	20 percent reduction in chemical products in use at Metro with a "3" rating in one or more hazard categories (health, environment or physical hazard) ¹³	Complete inventory with current ingredient information obtained for all chemical products in use, including quantity used. Include products used by contractors on Metro property. Develop process to quantify use of less-toxic preferable products and establish interim targets.
5 Years (2015)	45 percent reduction in the percentage of chemical products used at Metro facilities that have ingredients with a "3" rating in <i>at least one</i> category. Products with a "3" rating in <i>all 3</i> hazard categories are no longer in use	Advance efforts to reduce toxic emissions from durable goods and indirect emissions, and establish quantitative interim targets for reducing these emissions. Increase procurement of less-toxic preferable products.
10 Years (2020)	No chemical products used at Metro facilities have ingredients with a "3" rating, including those used by contractors.	
15 Years (2025)	All chemical products used at Metro facilities are designated preferable products, or earn a "1" rating in all 3 hazard categories.	

¹³ Product hazard evaluation criteria were established to rate the potential health, environmental and physical hazard risks of chemical products in the inventory. See toxics baseline section and appendix of Sustainability Plan for methodology.

Waste: Recover all waste for recycling or composting, and reduce overall generation of waste by 2025.

Indicators: Waste generated by weight (garbage plus recycling) and percent recovered for recycling or compost (recycling rate)

	Reduction targets (quantitative)	Process targets (qualitative)
3 Years (2013)	Metro facilities recover 50 percent of waste for recycling or compost (Metro-wide facility average).	Establish monthly waste and recycling reporting for all Metro locations.
5 Years (2015)	Metro facilities recover 75 percent of waste for recycling or compost. Increase recycling at parks to 25 percent recovery. Reduce waste generated 10 percent from baseline.	Develop long-term waste generation targets.
10 Years (2020)	Metro facilities recover 90 percent of waste for recycling or compost.	Advance efforts to reduce overall waste generation.
15 Years (2025)	Metro facilities divert 100 percent of waste for recycling, compost or other sustainable waste treatment method (i.e. anaerobic digestion).	

Water: Use 50 percent less water from 2008 levels by 2025.

Indicator: Gallons of water consumed from water utilities and on-site sources

	Reduction targets (quantitative)	Process targets (qualitative)
3 Years (2013)	15 percent decrease in water consumption	Establish water tracking and reporting system. Include all submeters.
5 Years (2015)	30 percent decrease	
10 Years (2020)	40 percent decrease	
15 Years (2025)	50 percent decrease	

Habitat: Metro's parks, trails and developed properties positively contribute to healthy, functioning urban ecosystems and watershed health.

Indicators: Percentage effective impervious area (EIA) and number of habitat-friendly practices used on developed properties

Reduction targets (quantitative)		Process targets (qualitative)
3 Years (2013)	Arrest and begin to reduce effective total impervious area (EIA) on developed properties.	Identify habitat and stormwater improvement opportunities on Metro developed properties through site assessments. Set numerical targets for effective impervious area (EIA) and increasing use of habitat-friendly development practices.
5 Years (2015)	Advance efforts to reduce EIA and increase use of habitat-friendly development practices on Metro’s developed properties, quantitative targets to be developed based on site assessments.	
10 Years (2020)		
15 Years (2025)		

Appendix 5

Reporting template for new construction, major renovation and operations and maintenance projects that support the Green Building Policy

New construction and major renovation projects

At the end of each new construction or major renovation project, the project manager is responsible for submitting the following information to the Sustainability Program:

- (1) Report the amount of construction and demolition (C&D) waste diverted from each project and reused on the job site (total tons, percent diverted, and list of primary materials diverted).
- (2) Provide a summary of all LEED credits or Earth Advantage Commercial measures that were incorporated in the project.
- (3) Provide a copy of certification document for either LEED or Earth Advantage Commercial when available.
- (4) Please list the names of MWESB-certified firms used for the project, and what percentage of the total project cost went to MWESB-certified firms.

Operations and maintenance projects

At the end of each fiscal year, operations managers are responsible for submitting a summary of sustainable building operations and maintenance projects completed in the previous fiscal year, including capital improvement projects and renewal and replacement projects that implement this policy.

- (1) Provide a one to two-paragraph summary of the project.
- (2) Note which of the Metro sustainability goals the project addresses and how. (See goals reprinted in the appendix of this policy.)
- (3) Are there any anticipated resource or financial savings expected from the project? If so, please summarize.
- (4) Please list the names of MWESB-certified firms used for the project, and what percentage of the total project cost went to MWESB-certified firms.

Appendix 6

Ecoroof Practicality Check Sheet, City of Portland

See document that follows. Original document is from the “City of Portland Green Building Implementation Guide 2010,” Portland Bureau of Planning and Sustainability.

<http://www.portlandonline.com/bps/index.cfm?a=304948&c=50449>

Green Building Policy Ecoroof Practicality Check Sheet

Project manager: _____

I have read and understand the ecoroof Green Building Policy:

Project Manager Signature: _____ Date: _____

Facility type (e.g. pump station, park shelter, garage, office, community center, house):

Project address or location: _____

1. Structural Capacity

For existing construction

- What is the weight-bearing capacity of the facility? _____ lbs/sf
- If the building cannot hold an ecoroof, what upgrades are needed? _____

- What is the cost of the upgrades? \$ _____

For new construction

- Is your facility designed to hold the weight of an ecoroof? (check ✓ one) ☐ Yes ☐ No

2. Costs and Benefits

For New and Existing Construction

- What is the cost of the “green” portion of the ecoroof (drainage layer, root barrier, growing media, vegetation, and irrigation)? \$ _____
- Are you considering an alternative roofing material (e.g. high reflectance Energy-Star rated roofing material, glass, tile)?

- What is the cost of the alternative roofing material? \$ _____ /sf

- Table 1 in the 2008 *Cost Benefit Evaluation of Ecoroofs* provides a list of benefits (see Resources section). If an ecoroof is not used, how will these benefits be provided? _____

3. Maintenance

For New and Existing Construction

- Is there a maintenance plan for the ecoroof? (check ✓ one) ☐ Yes ☐ No
- If using high reflectance roofing material, is there a maintenance plan for this portion of the roof? ☐ Yes ☐ No

- Who will maintain the roof? (check ✓ all that apply)

☐ City staff ☐ Private company ☐ Other _____

- What is the estimated cost to maintain the ecoroof? \$ _____ per year

- What is the estimated cost to maintain alternative roofing material? \$ _____ per year

- How will maintenance be funded? (check ✓ all that apply)

☐ Operating dollars ☐ Other _____

- How does the cost of maintaining an ecoroof compare with your selected alternative material (e.g. high reflectance roofing, glass, tile?) (check ✓ one)

☐ More ☐ Less ☐ Same

4. Design

For New and Existing Construction

- Does the facility have formal historic designation? ☐ Yes ☐ No
- Do changes to the facility's roof require approval from the Landmarks Commission and/or design review?
☐ Yes ☐ No

• What is the zoning for the site ? _____

- Does the zoning affect the type of roof that can be used? ☐ Yes ☐ No
If yes, describe the zoning restriction(s) _____

- Is there community input that needs to be considered? ☐ Yes ☐ No
If yes, describe community concerns or wishes _____

5. Technical Assistance

For New and Existing Construction

- Who have you contacted for information and technical assistance about ecoroofs? _____
- Have all your questions been answered? ☐ Yes ☐ No
- Have you consulted with BES staff or resources on ecoroofs? ☐ Yes ☐ No

6. Final decision

- Will you use an Ecoroof? ☐ Yes ____% of roof covered ☐ No
If no, explain why: _____

- Will you use a high reflectance roofing material? ☐ Yes ____% of roof covered ☐ No
If no, explain why: _____

- If using another roofing material, what is it? _____
Why: _____

**If you do not specify an ecoroof or Energy-Star roof, submit this form
to your bureau director and Commissioner in Charge.**

Bureau Director Signature: _____ Date: _____

Agenda Item Number 5.1

Ordinance No. 11-1264A, 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 – Second Reading

Metro Council Meeting
Thursday, Oct. 20, 2011
Metro Council Chamber

This legislation does not include Exhibit B or Exhibit D. The packet will be updated to include this material prior to second read and Council consideration on Oct. 20. Call Council front desk at 503-797-1540 for questions.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF EXPANDING THE URBAN	)	Ordinance No. 11-1264A
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. 11-1264A of -1,985 acres to the UGB for housing and employment at the capacities established in Exhibit B, the UGB has capacity to accommodate 625,183 new people and 300,000 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:

Kelsey Newell, Regional Engagement Coordinator

Alison Kean Campbell, Acting Metro Attorney

BEFORE THE METRO COUNCIL

| FOR THE PURPOSE OF EXPANDING THE URBAN	)	Ordinance No. 11-1264 ^A
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 ~~A~~ of ~~1,936-1,985~~ acres to the UGB for housing and employment at the capacities established in Exhibit ~~CB~~, the UGB has capacity to accommodate ~~623,283~~ 625,183 new people and 300,000 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.

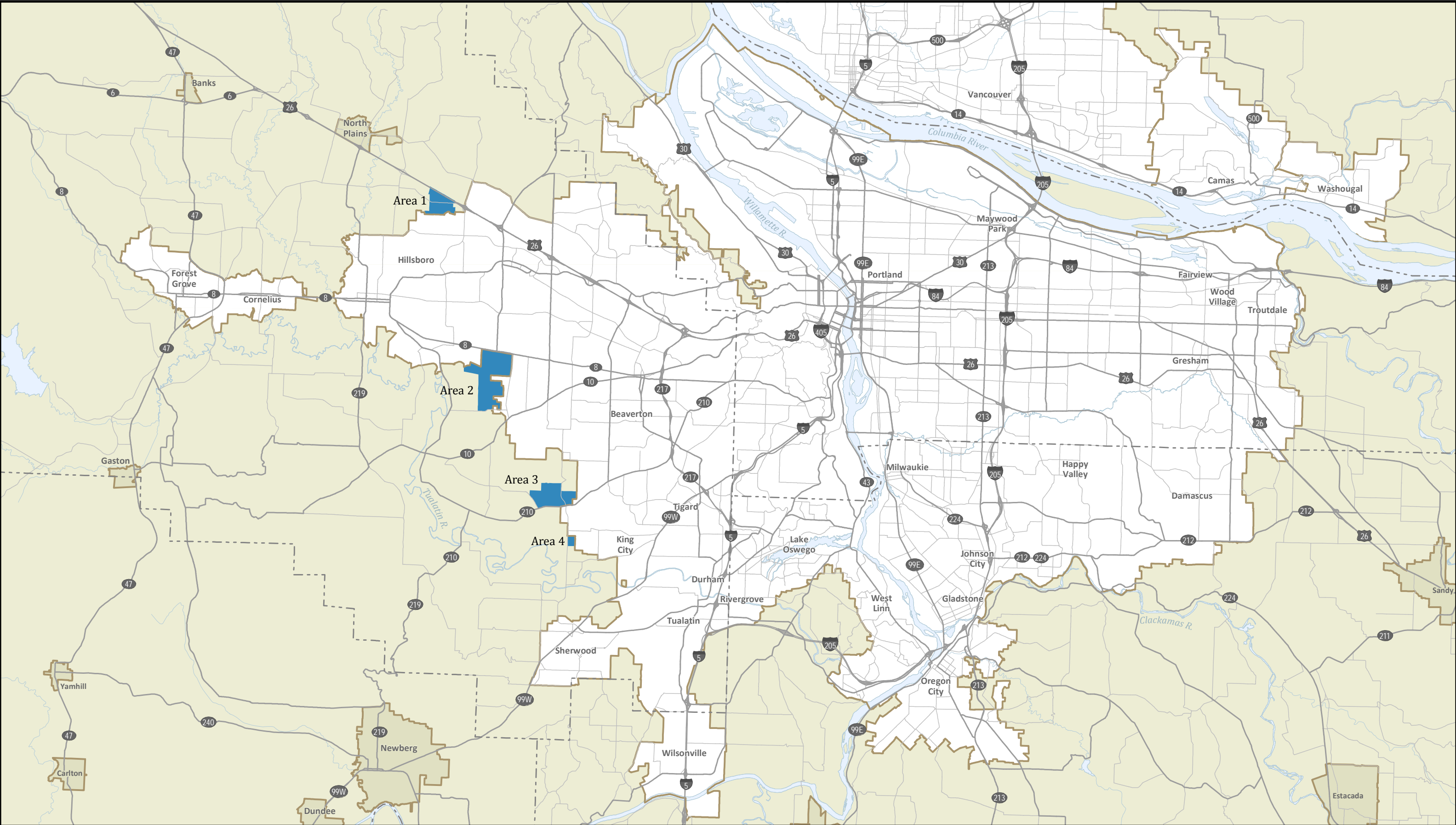
Tom Hughes, Council President

ATTEST:

Approved as to form:

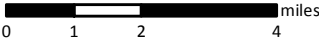
~~Tony Anderson~~ Kelsey Newell, Clerk of the Council Regional Engagement Coordinator

Alison Kean Campbell, Acting Metro Attorney



2011 UGB Expansion Areas

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

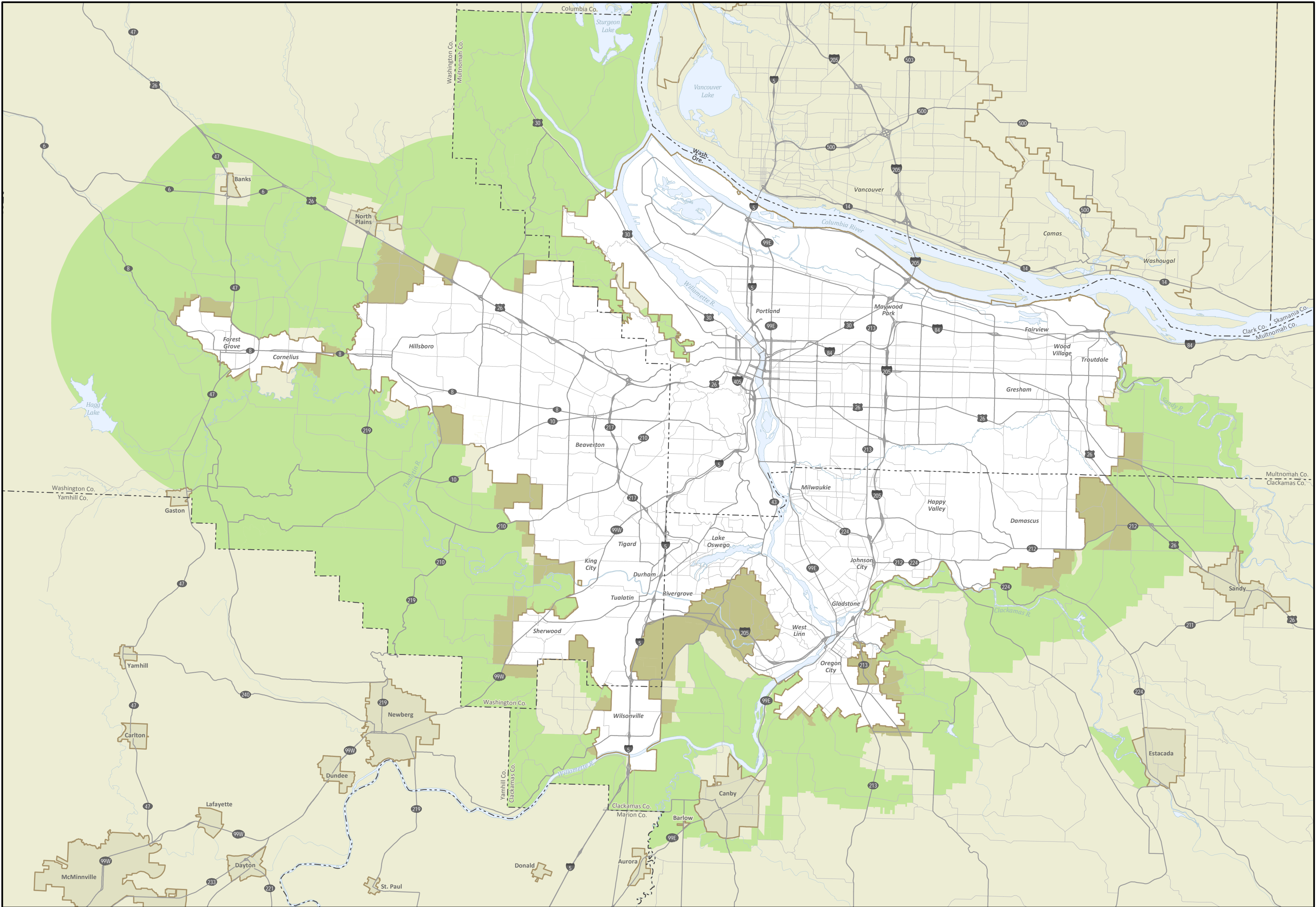


- Urban growth boundaries
- Neighboring cities
- UGB expansion areas



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Title 14, Urban Growth Boundary

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

October 6, 2011

0 1 2 4 miles

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



STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 11-1264A, 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 14, 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 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

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

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.

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.

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.

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, 2011 can be found in Attachment 4.

Metro's charter requires the agency to prepare a report on the effect of urban growth boundary amendments greater than 100 acres in size on existing nearby residential neighborhoods and inform all households within one mile of the proposed expansion area as well as the households within the proposed expansion area. The notice was sent to 33,536 households on September 29, 2011 and an example of the notice can be found in Attachment 5.

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. A related advisory motion to gauge the level of support for the range as identified in the Ordinance, the lower end of the middle third, was put forth (this motion did not act to overthrow the previous motion, but to allow members who may have voted against the previous motion due to the 20 units per acre requirement to support the range as identified in the Ordinance). This motion passed with 18 in favor and 1 abstention. 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's 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 Amendments

The adoption of Ordinance 11-1264A will bring four areas in Washington County, totaling 1,985 acres, into the UGB to meet residential and large site industrial land needs. When the UGB was adopted in 1979, the vast majority of the land included in the UGB was in Multnomah County (117,533 acres), compared to Clackamas (61,512 acres) and Washington (76,614 acres) counties. Between 1979 and 1997 most additions to the UGB were small in size and also included trading land in and out of the UGB. Since 1998, as larger expansions have occurred to meet required residential and employment needs more than twice the amount of land has been added to the UGB in Clackamas County (14,263 acres) than in Washington County (6,102 acres) or Multnomah County (2,985 acres). The addition of 1,985 acres of land in Washington County to meet 20-year residential and employment needs will provide equity and efficient distribution of housing and employment opportunities throughout the region.

Residential Land

Metro staff recommends adding the South Hillsboro, South Cooper Mountain and a portion of the Roy Rogers West analysis areas to the UGB to meet the 20-year residential needs of the region (Attachments 6, 7 & 8). The addition of these three areas in the UGB results in approximately 15,896 additional dwellings units of capacity; 10,766 dwelling units for South Hillsboro, 4,651 dwelling units for South Cooper Mountain and 479 dwelling units for small portion Roy Rogers West. Metro Staff has worked with the cities of Hillsboro, Beaverton and Tigard on conditions of approval for each area and believe the conditions satisfy Metro's statutory obligations and address regional needs while providing some flexibility for local governments, property owners and other stakeholders to implement the plans on the ground. There are no inventoried and county protected Goal 5 resources or Goal 7 hazards besides those discussed in the findings.

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 the South Hillsboro, South Cooper Mountain and Roy Rogers West analysis areas 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 three expansion areas combined with the supply and efficiency measures counted in the UGR results in approximately 250,073 future dwelling units, which results in a household

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%.

growth rate of 1.59% over the 2009-2030 time frame. Therefore the point in the residential forecast we will plan for is 1.3% 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 directly adjacent to the Aloha Intel facility 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 at expected dwelling unit capacities of 884 and 416 respectively. 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 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.

Roy Rogers West – The West Bull Mountain Concept Plan that was adopted by Washington County in November, 2010 also included the Roy Rogers West urban reserve area. The concept plan determined that bringing Roy Rogers West into the UGB was “very important to the efficient and cost-effective provision of public facilities and services to the urban portions of the planning area. The two tax lots included in the 49 acre expansion area are critical for public facility and transportation services for the West Bull Mountain Plan area as evidenced in the City of Tigard’s testimony submitted at the public hearing on October 6, 2011. The City of Tigard recently annexed the northern portion (area 64) of the West Bull Mountain Plan area.

The two tax-lots each contain a single family home with the remainder of the larger lot being actively farmed. Addition of these two tax lots to the UGB will impact the existing rural lifestyle of the owners; however the potential economic impact for the owner of the larger tax lot may offset the loss of the rural lifestyle. Some riparian habitat has been identified in the northern portion of the area that will need to be protected through the City of Tigard’s habitat protection measures as outlined in the Tualatin Basin Natural Resource Coordinating Committee’s protection program. Resource land zoned exclusive farm use (EFU) borders this small area to the west and south, however agricultural activities are more prevalent on the land to the west of SW Roy Rogers Road. Tributaries to the Tualatin River provide some buffers for the more extensive agricultural land to the west. The resource land to the south is part of the larger Roy Rogers West urban reserve and may be included in the UGB in the future, thus any buffers that are incorporated into the development of this area should consider the potential for future urban connections to the remainder of the urban reserve land that was part of the West Bull Mountain Plan.

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 9). The addition of this area is expected to generate 5,038 jobs over the twenty year period based on a potential 50-50 mix of general industrial and tech-flex jobs. The 5,038 jobs are included in the 300,000 jobs expected over the 2009-2030 period that results in an employment growth rate of 1.35%.

North Hillsboro – 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. There are no inventoried and county protected Goal 5 resources or Goal 7 hazards besides those discussed in the findings.

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, contains minimal natural resources, 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 10) and also documented other infrastructure delivery and development feasibility issues (Attachment 11).

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 12).

The following attached document is submitted into the record in support of Ordinance 11-1264A:

Attachment 13 – Intergovernmental Agreement between Metro and Sandy, OR

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. 11-1264A will add 1,985 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.

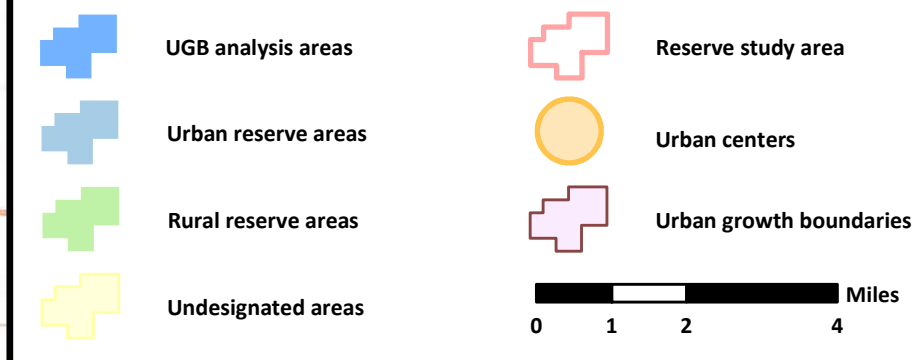
RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 11-1264A.

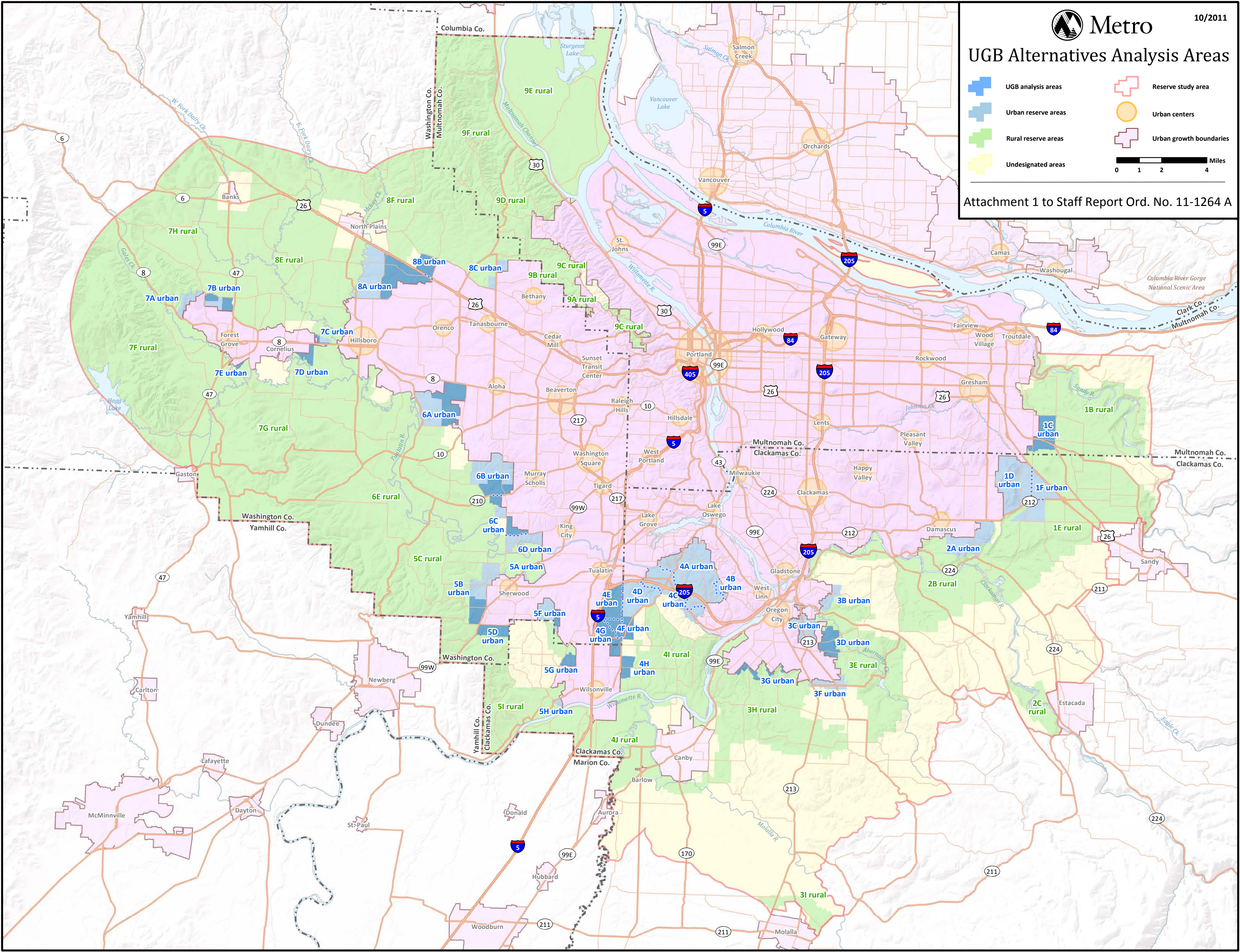
List of Attachments

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 – Metro required notice for potential UGB expansion (example)
Attachment 6 – South Hillsboro Expansion Area Map
Attachment 7 – South Cooper Mountain Expansion Area Map
Attachment 8 – Roy Rogers West Expansion Area Map
Attachment 9 – North Hillsboro Expansion Area Map
Attachment 10 – North Hillsboro Industrial Area Infrastructure Analysis
Attachment 11 – City of Hillsboro document, October 7, 2011
Attachment 12 – UGB Technical Amendment Map
Attachment 13 – Intergovernmental Agreement between Metro and Sandy, OR

UGB Alternatives Analysis Areas



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

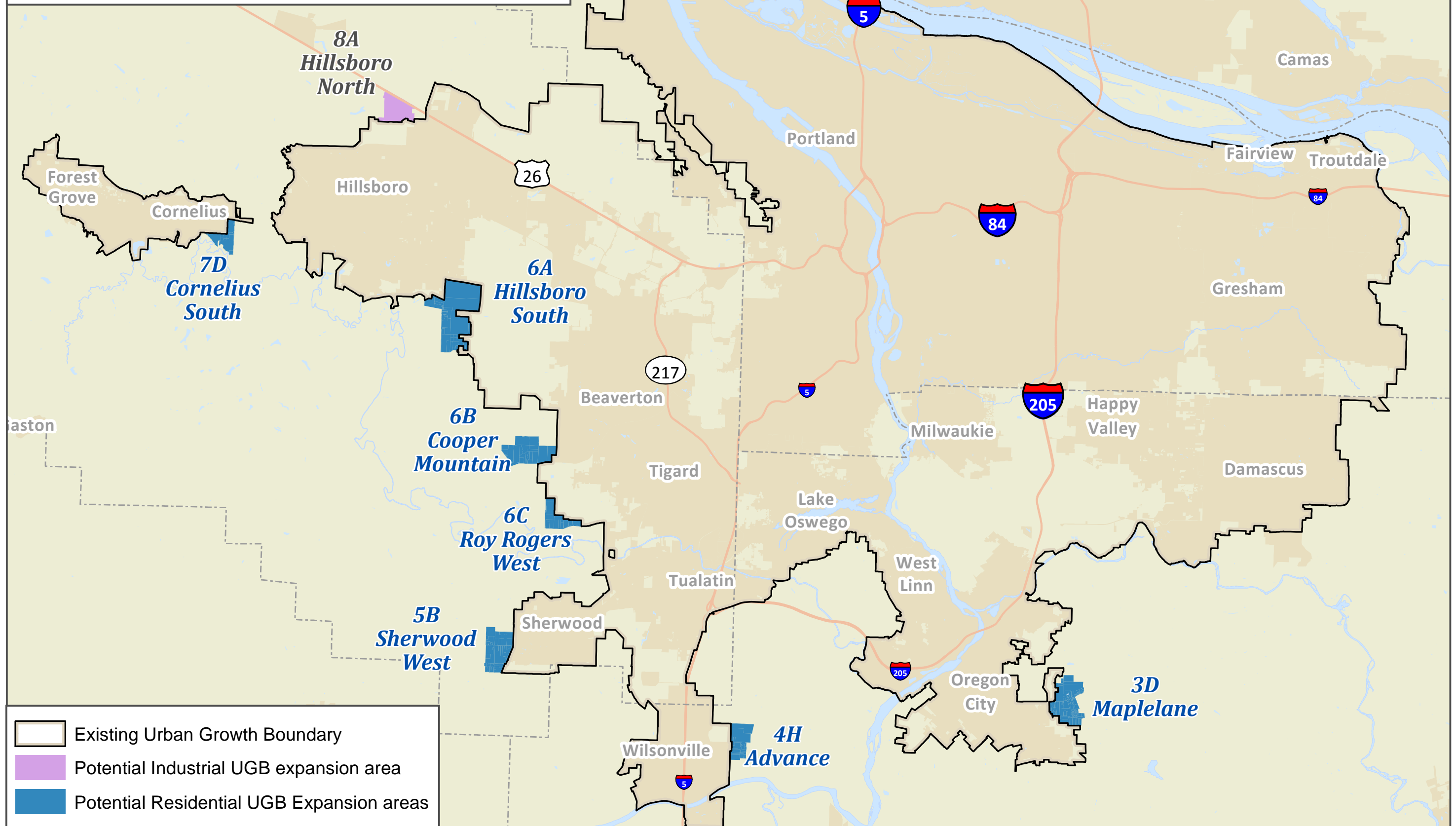




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COO Recommendation UGB Expansion Options

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





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 DLCD (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	-
Standring 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 re-calculating 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.



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

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

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

News articles that mentioned various public comment opportunities include:

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

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

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

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

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

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

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

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

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

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

DOC DATE	TITLE	TO	FROM	STREET ADDRESS	CITY AND STATE	ZIP	EMAIL
7/28/2011	Public comment: Commends staff for work and focus on community development and sustainability	TO: Metro Council	FROM: Kevin Holtzman, Century 21		Beaverton OR		
7/28/2011	Public comment: No UGB expansion at this time - more land is not required to accommodate growth - we have enough land in UGB - small businesses provide the most jobs	TO: Metro Council	FROM: Faun Hosey		Hillsboro OR		
7/28/2011	Public comment: If range for large lot industrial land is 200-1500 acres, 310 seems low - don't underplan for employment	TO: Metro Council	FROM: Bob LeFeber, CREEC				
7/28/2011	Letter submitted at 07/28/11 open house: South Hillsboro addition to the UGB should be postponed, supports adding South Cooper Mountain, Roy Rogers West should be considered at a higher density, Cornelius South should not be pursued at this time, Sherwood West not recommended at this time, Advance and 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.

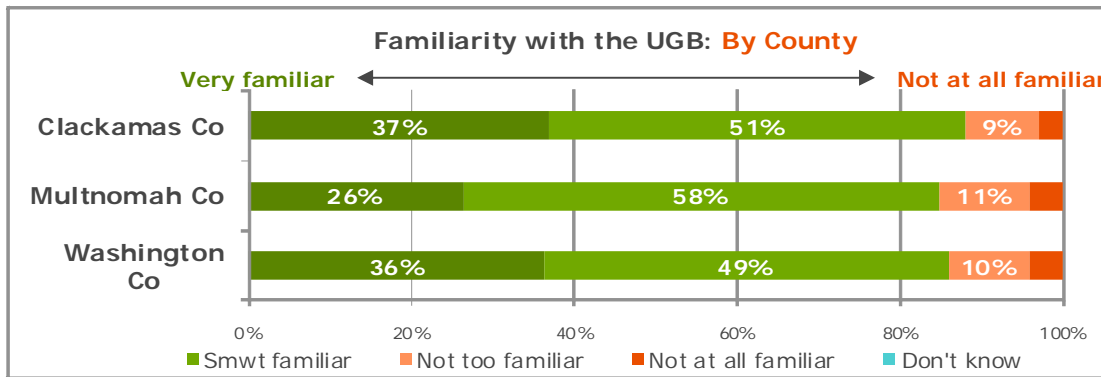
The surveys were hosted on an independent and secure DHM server and available to respondents 24 hours a day. In gathering responses, DHM employed quality control measures, including pre-testing and monitoring the online survey to identify potential browser issues.

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

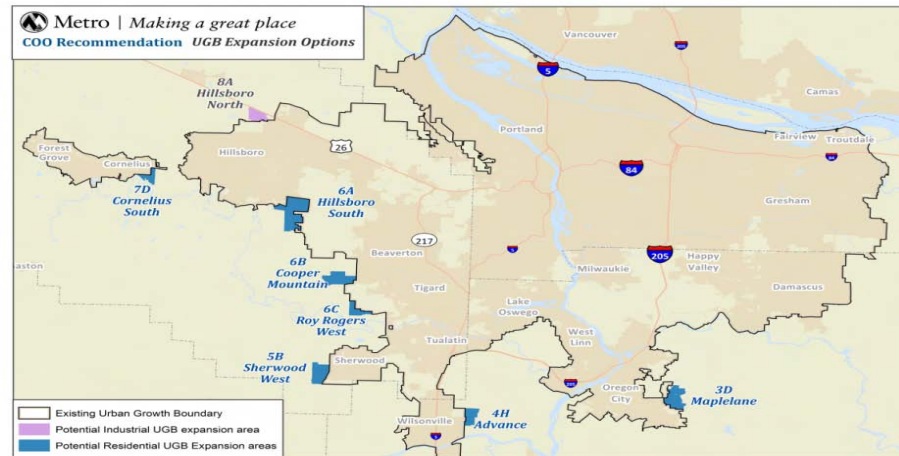


Demographic Differences: Members in Clackamas and Washington counties consider themselves more familiar with the urban growth boundary than their counterparts in Multnomah County – four in 10 from Clackamas and Washington counties said they are “very” familiar with the UGB, compared to three in 10 from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

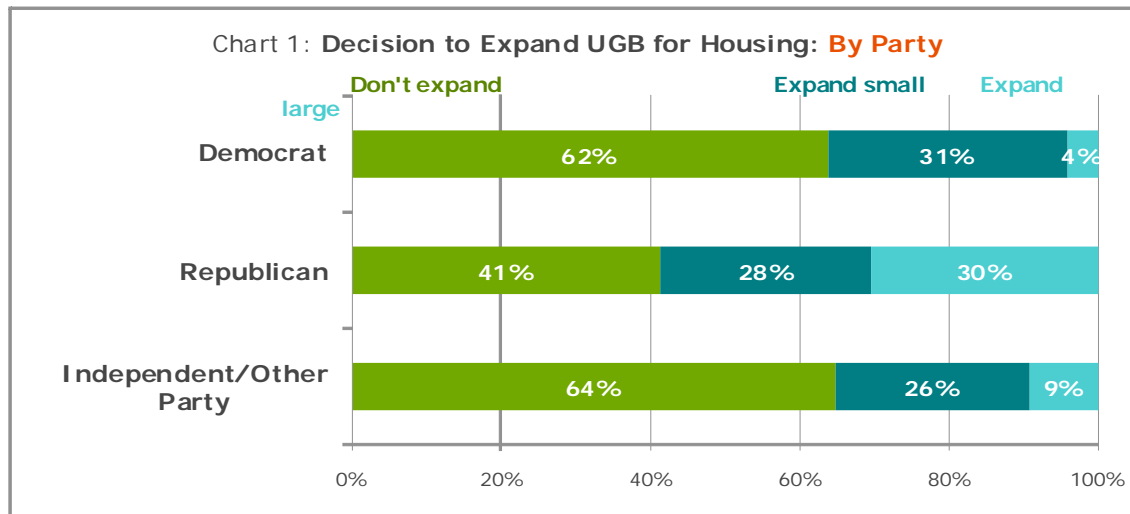
¹ Numbers for familiarity with UGB survey are from the Industrial Lands survey. Numbers between two surveys are almost identical.



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**.



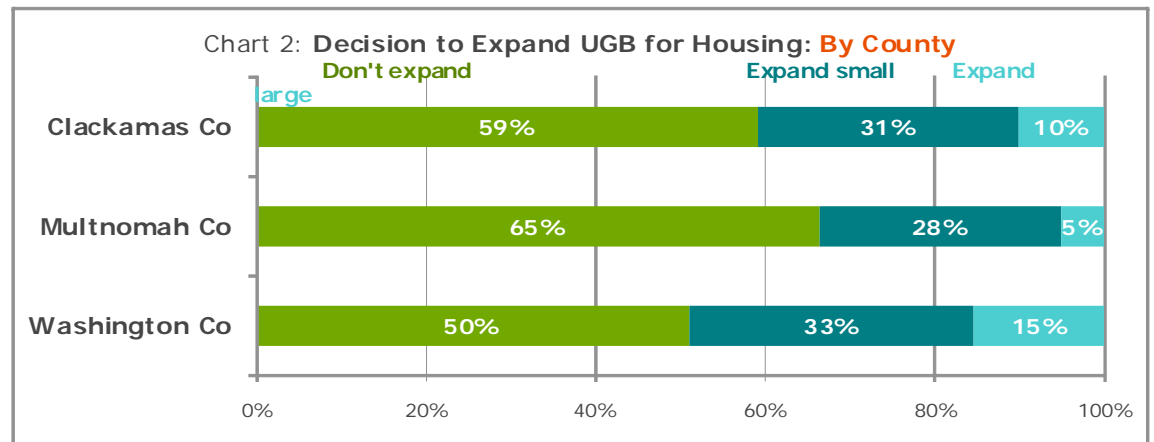
Demographic Differences: A majority of members do not think there should be an expansion, with the exception of Republicans (41% are of this opinion compared to 62% of Democrats and 64% of Independents).

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.

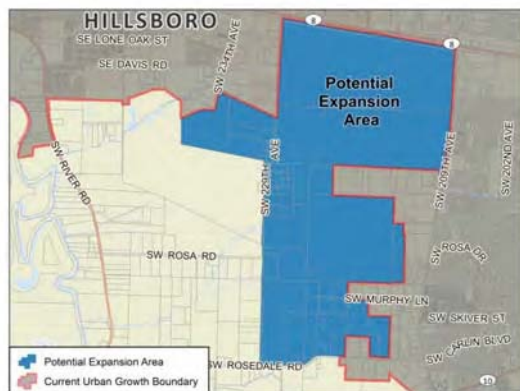
Demographic Differences: Members under 35 (68%) are more likely to think there should not be an expansion than those 35 and older (58%). Decided majorities in Multnomah (65%) and Clackamas (59%) counties also think there should not be an expansion, compared to 50% of members living in Washington County.



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%).

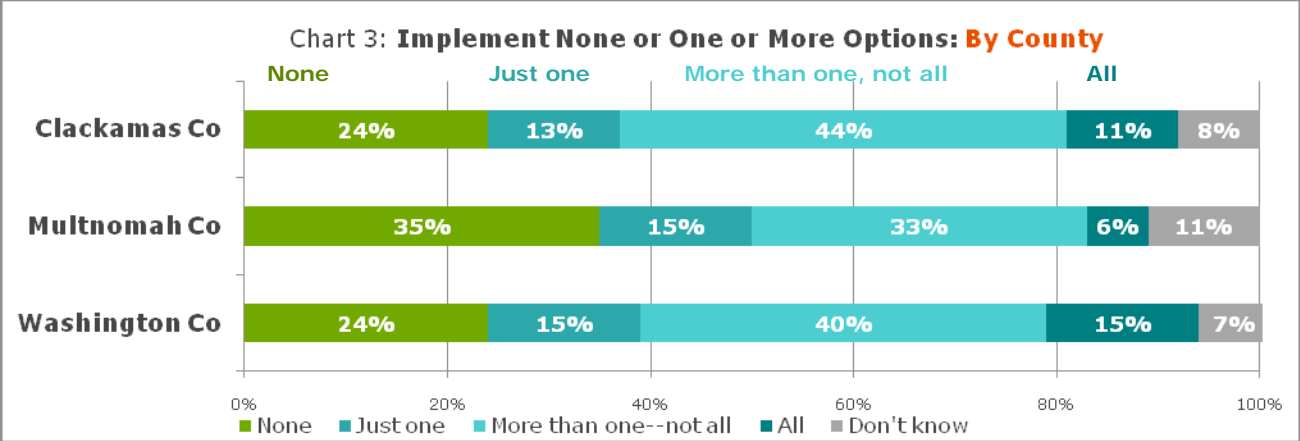
Thirty-nine percent (39%) of residents who said they were open to at least one of the options being implemented chose the South Cooper Mountain option.

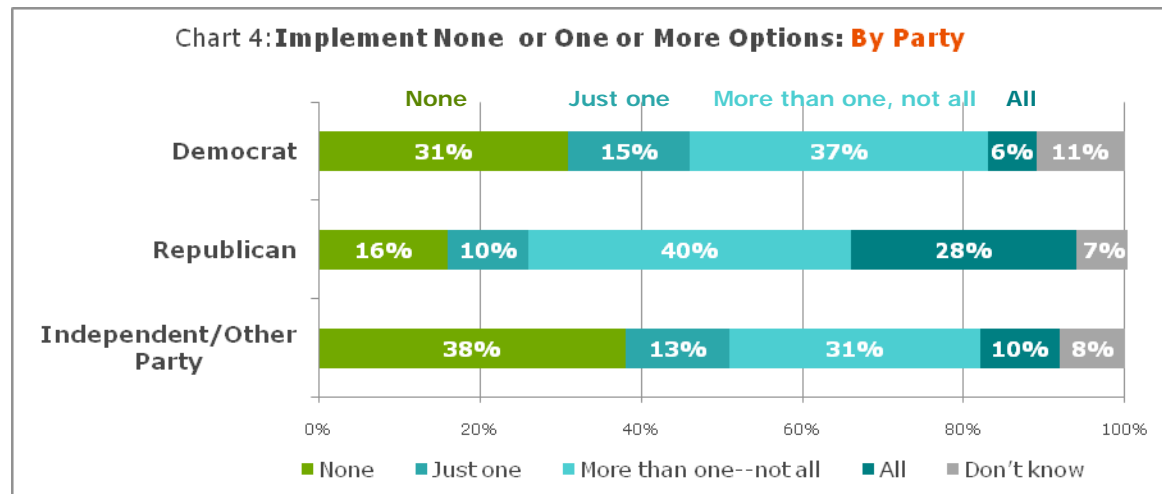
Other options are less popular.

- **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.

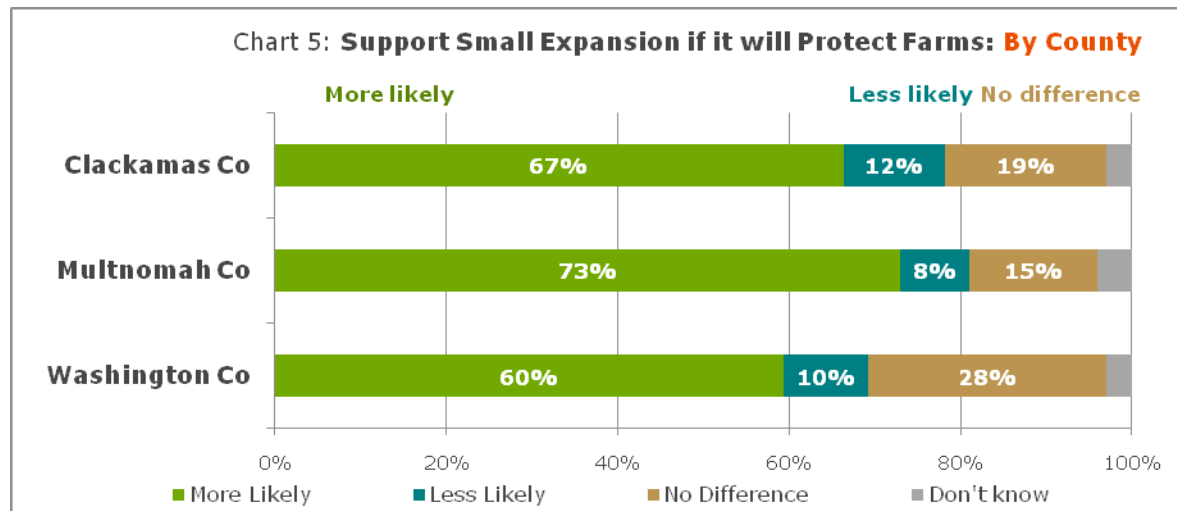
While no option received a majority support from members, six in 10 members said that Metro Council should implement at least one of the options, with the expansion in Hillsboro being the most popular choice. A core group said none of the options given should be implemented. This group was more likely 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.



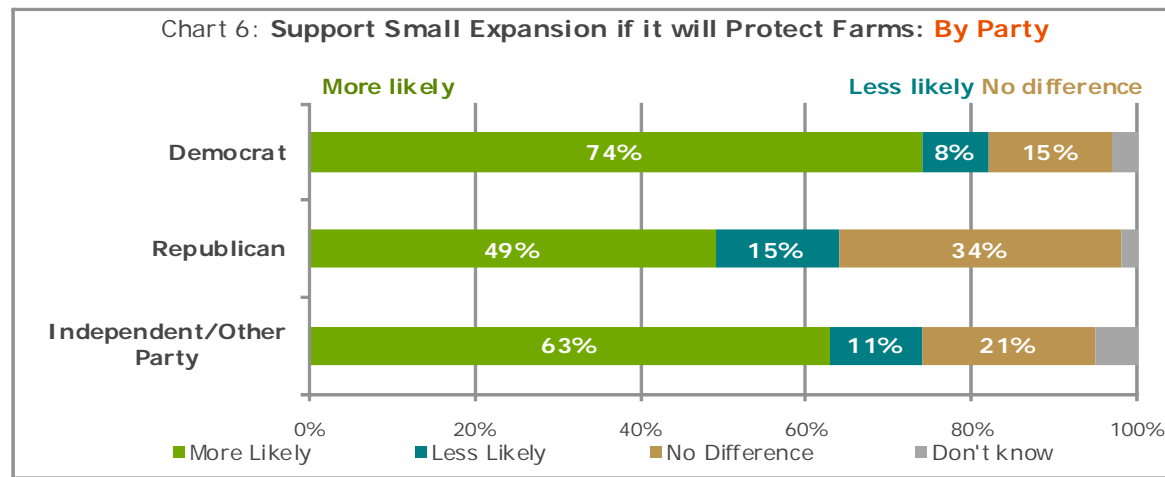


Members value protecting farms in the region, and view this as the best reason to make only a small expansion, if one is made at all. With the exception of Republicans, six in 10 in each subgroup are more likely to support only a small expansion of the UGB because it would keep more farmland in production.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

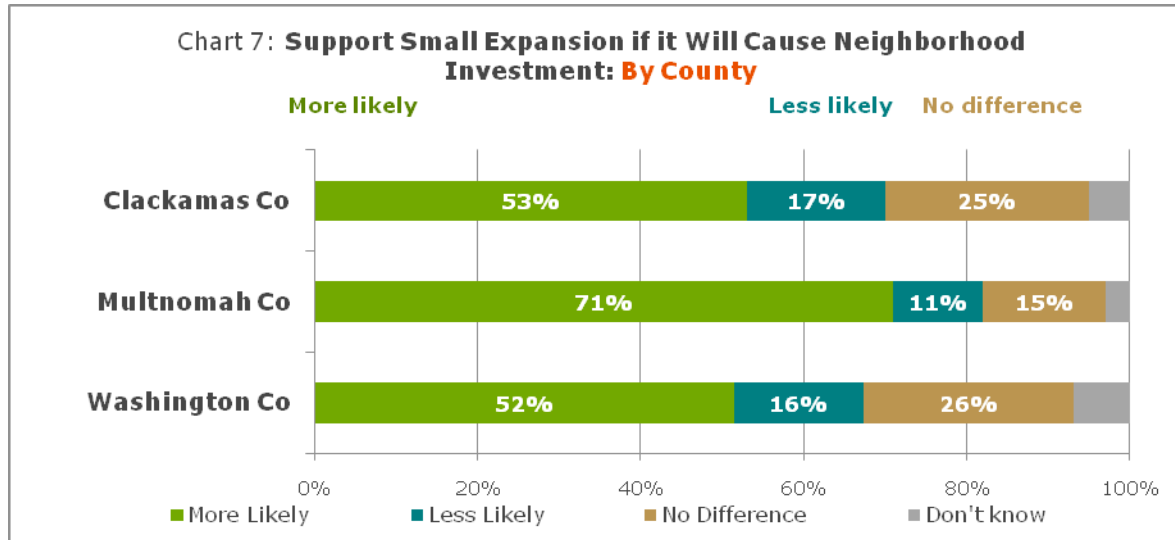


Demographic Differences:

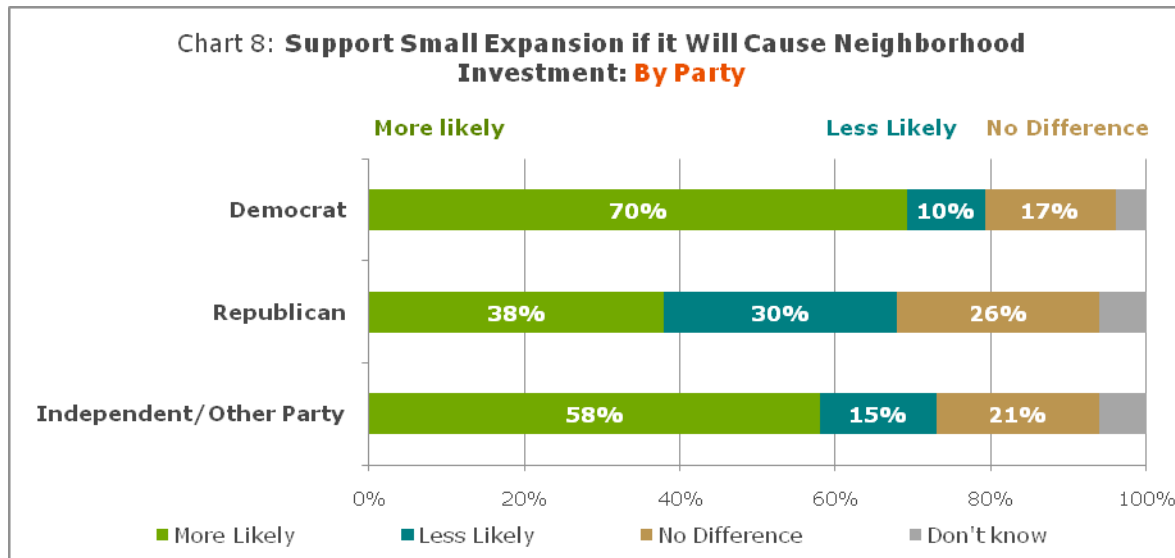
Majorities of members in each county support making a small expansion if it will protect farmland, although Washington County residents (60%), who are most likely to support a large expansion, are not as convinced as their counterparts in Clackamas (67%) and Multnomah (73%) counties.



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%).

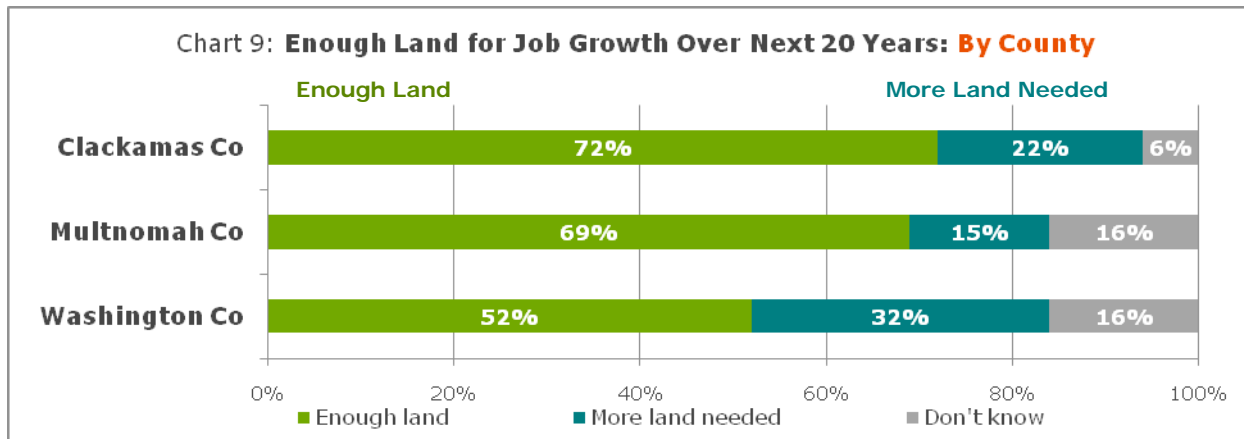
One-half (50%) of members would be more likely to support **a small expansion of the UGB because it would result in most new housing being built as small units in existing neighborhoods, which could increase the number of homes in some areas.**

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%).

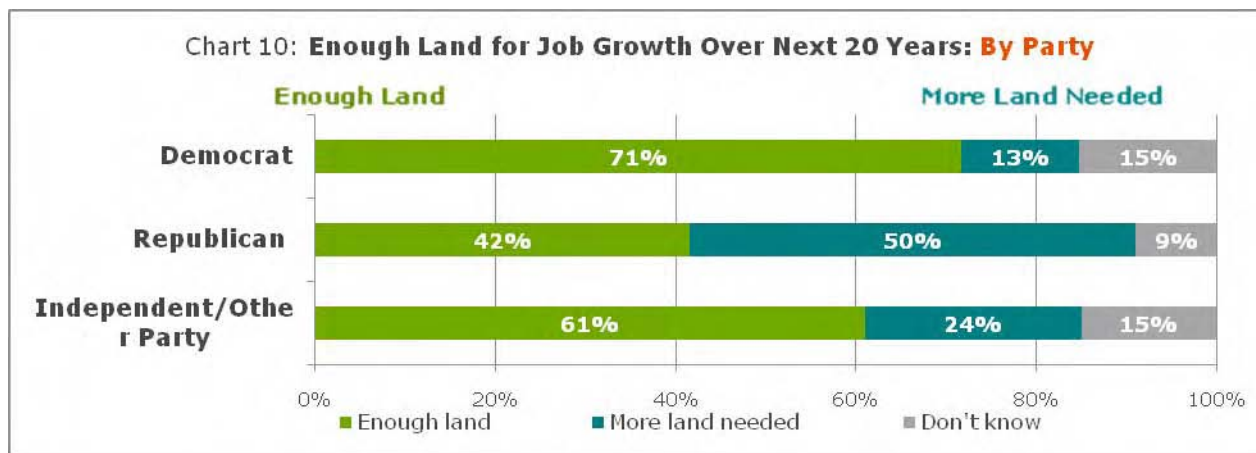
Finally, four in ten members (42%) said it makes no difference to them if a **small expansion to the UGB drives more population to cities outside the UGB**, 20% said this makes them more likely to support it, and 29% said it makes them less likely. Findings are relatively similar by demographic subgroups.

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.



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%).

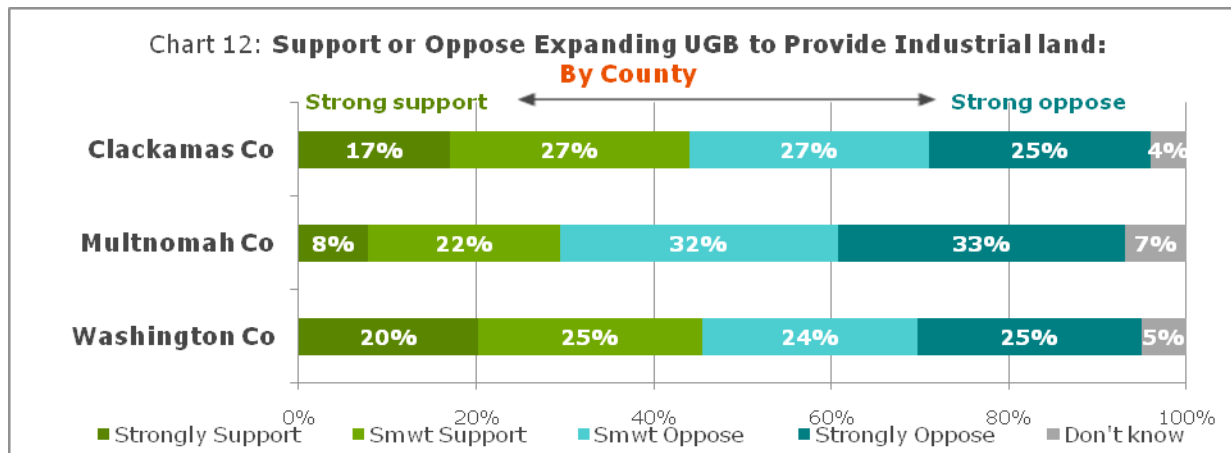
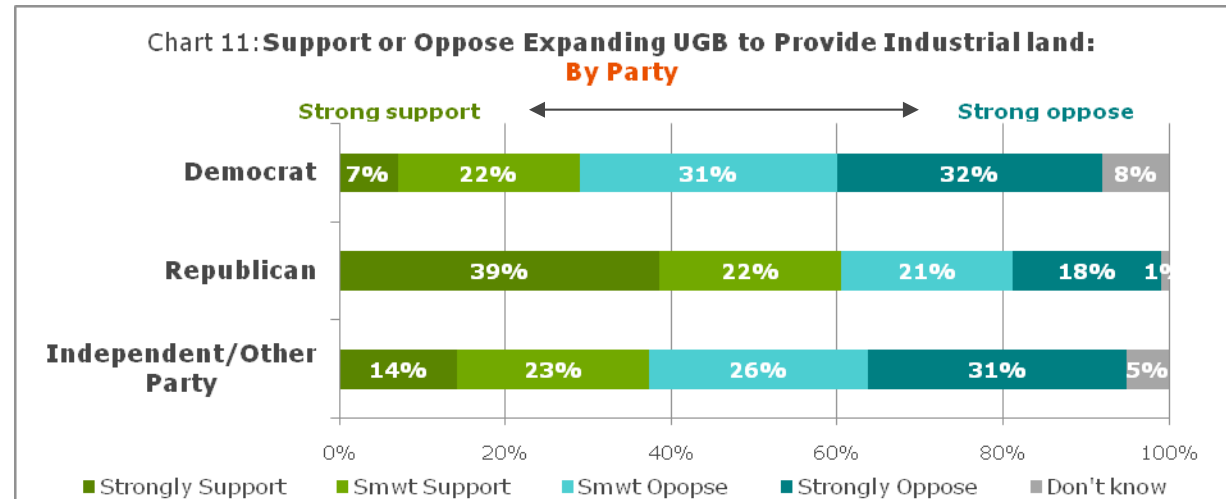


Majorities of Democrats (71%) and Independents (61%) think there is enough land to accommodate future job growth. Four in 10 (42%) Republicans are of this opinion, while 50% in this group don't think there is enough land.

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:

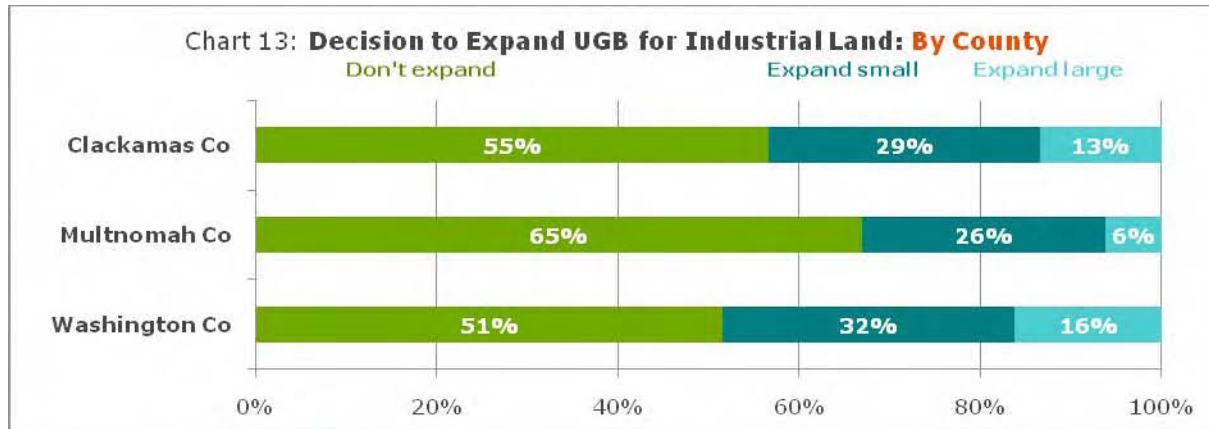
Democrats (63%) and Independents (57%) are more likely to oppose expanding the UGB. Their opposition notably increases when told that it may be on farmland (81% and 69% respectively). Republicans are less likely to oppose it in either context (39% and 45%).



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.

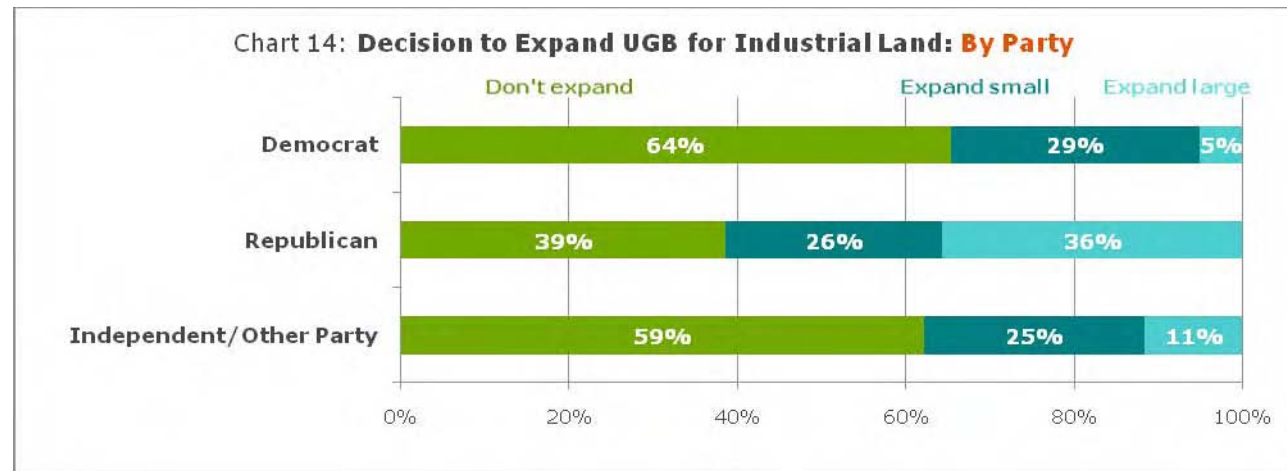
Opposition increases in all three counties with the knowledge that it could be on existing farmland – to 82% in Multnomah County, 67% in Clackamas County, and 61% in Washington County.

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.

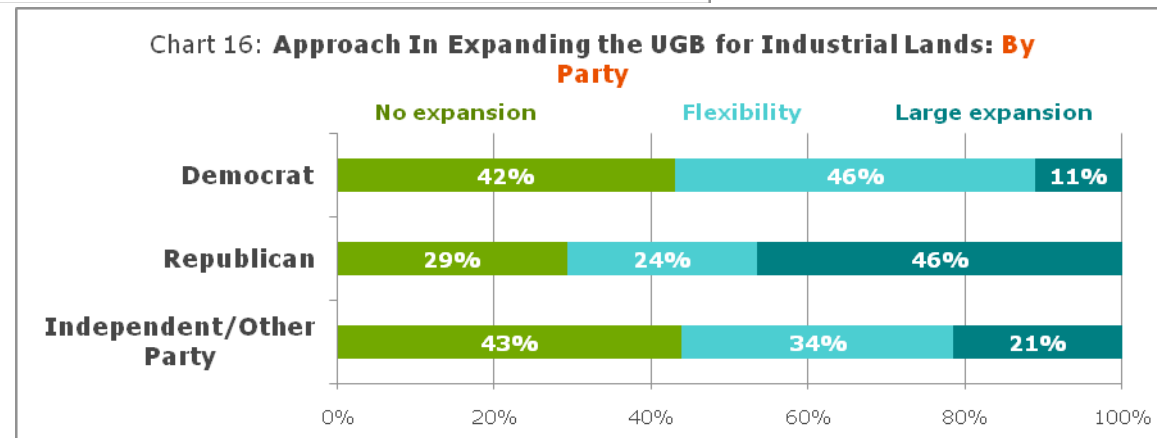
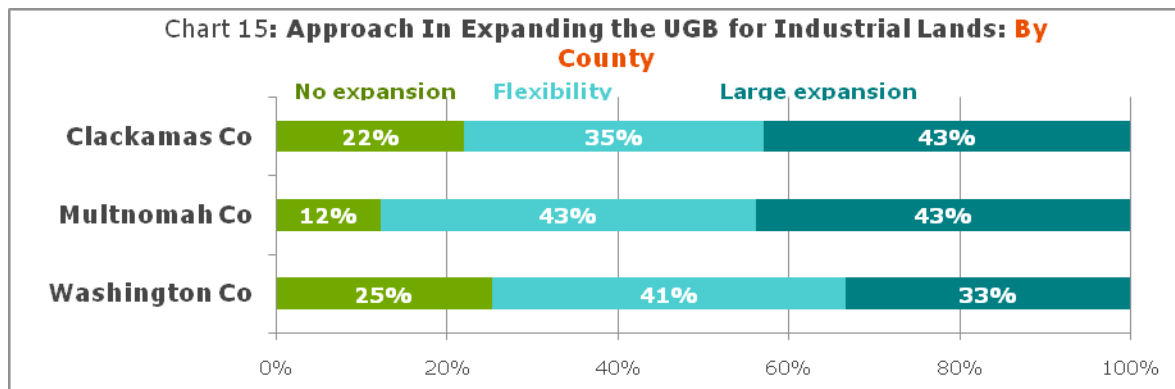
Demographic Differences: By party, Democrats (64%) and Independents (59%) are most likely to say they do not want to see a UGB expansion, but one-quarter in each group are open to a small expansion. Six in 10 Republicans want an expansion, and are divided between it being a small expansion (26%) or a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

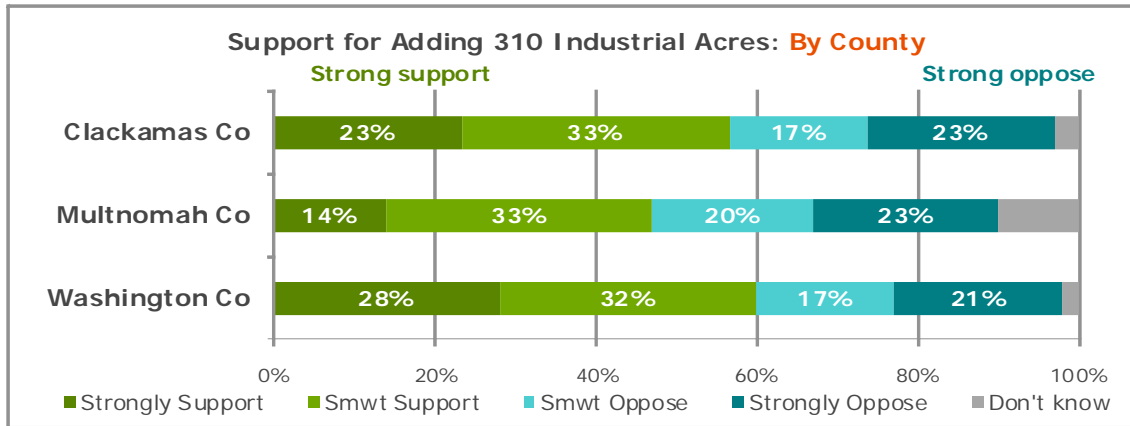
Despite majority agreement that the region does not need to expand the urban growth boundary at this time to accommodate job growth, a majority thinks the region needs some flexibility in meeting future employment needs and some expansion should be considered. While a core four in 10 (40%) said no expansion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

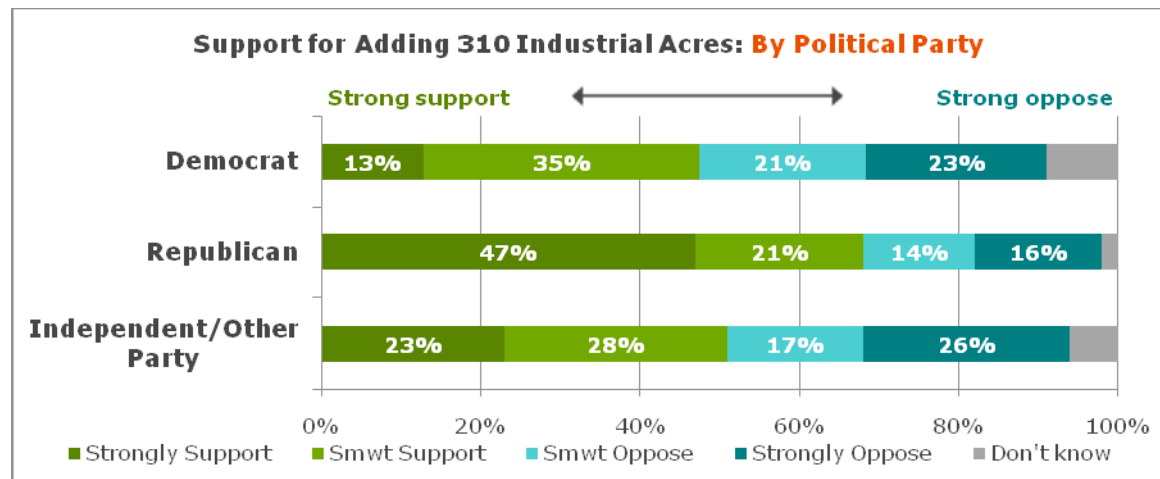
- No expansion of the UGB for employment is needed at this time. Job growth can be accommodated within the existing UGB.
- The region needs some flexibility in meeting future employment needs, but the smallest expansion recommended should be sufficient for employers right now.
- The region needs maximum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

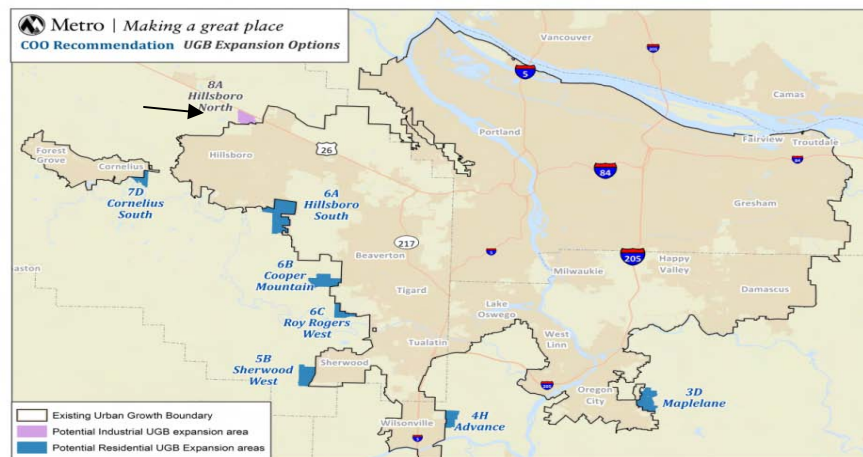
Metro recently prepared an employment forecast through 2030 and analyzed whether the current UGB can accommodate employment needs for the next 20 years. Metro found that the current UGB can accommodate many new jobs, but an expansion of 200 to 1,500 acres of the UGB will be needed for industrial employers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

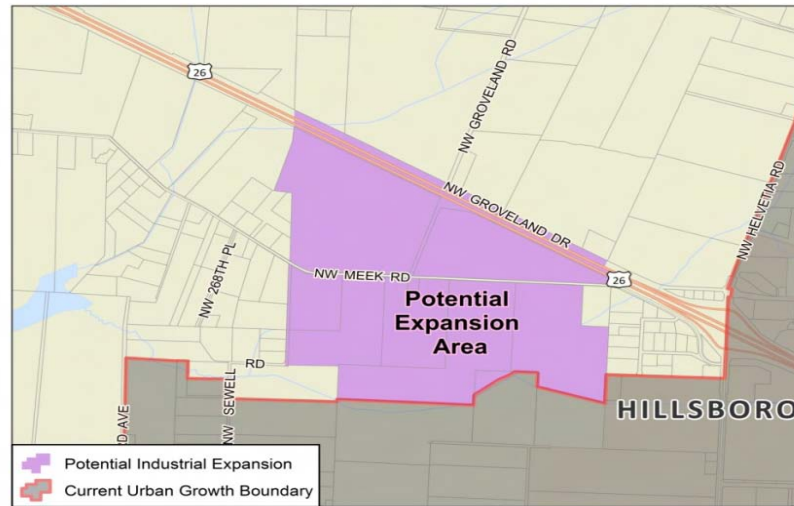
The Metro Council is considering adding at least 310 acres just north of Hillsboro that has direct access to Highway 26 into the UGB to accommodate industrial employers, like tech manufacturing sector employers, who require 50-acre sites or larger.

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%

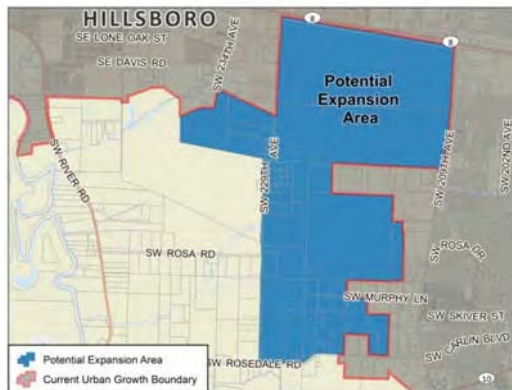
Several areas are under consideration for expanding the urban growth boundary to accommodate the possible need for new residential housing over the next 20 years. The map of the tri-county region below indicates these possible expansion areas in **blue**.



Please indicate your level of support:

- 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%



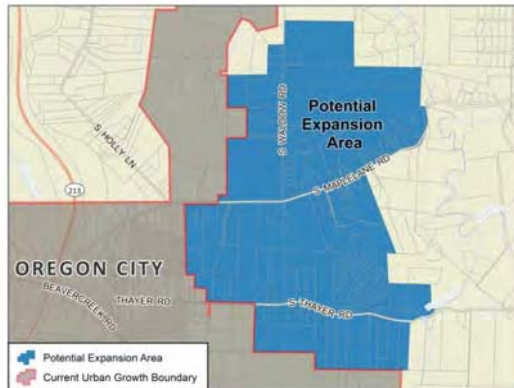
12. **Option 6:** Bring 316 acres east of City of Wilsonville near Advance Road within the urban growth boundary. The Advance area could supply 1,400 to 2,100 new housing units depending on housing types and lot sizes and allow the West Linn-Wilsonville School District to build a new school in the area.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

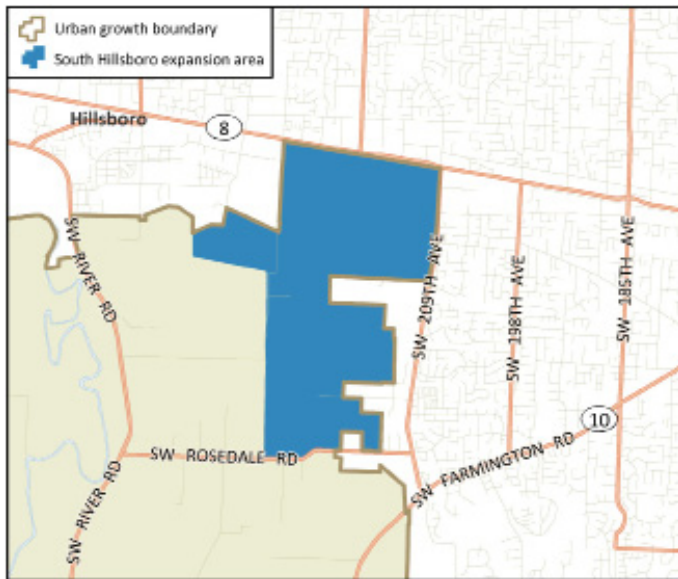
Thank you again for taking the time to share your views on this important decision.

Public notice

Proposed urban growth boundary expansion recommended

Recommended by Metro chief operating officer

A proposed Metro land use planning ordinance may affect the permissible use of your property and other properties.



This area is one of 10 areas being proposed for expansion. To learn about the entire proposal, visit www.oregonmetro.gov/greatplaces.



Metro

600 NE Grand Ave.
Portland, OR 97232

Why are you receiving this notice?

You are receiving this notice because it has been determined that your household is either within the **South Hillsboro** proposed expansion area or within one mile of the **South Hillsboro** proposed expansion area. This area is one of ten proposed expansion areas being considered for inclusion in the urban growth boundary.

Background

The Metro Council is considering adding land to the urban growth boundary to meet state requirements to provide a 20-year land supply of residential and employment land. Metro's charter requires the agency to prepare a report on the effect of urban growth boundary amendments greater than 100 acres in size on existing nearby residential neighborhoods and inform all households within one mile of the proposed expansion area.

The intent of the report is to set forth the likely impacts of future development on the existing adjacent residential neighborhoods within the urban growth boundary. A copy of the report for this proposed expansion area is available on Metro's website at www.oregonmetro.gov/greatplaces.

Areas added to the urban growth boundary need public services such as sewer, water, parks and transportation. The costs of providing these services vary with both the public sector (state, local and regional governments and service districts) and private developers providing funding. Since detailed cost estimates are not available at this time, Metro completed a general analysis that includes a simplified summary of how local governments fund their portions of development.

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Public hearings

The Metro Council will hold two public hearings on proposals to add land to the urban growth boundary. The Metro Council will consider public comments and staff recommendations as it makes a final decision about which land to add to the urban growth boundary.

Hearings will be held during the Metro Council meetings listed below. The hearings may begin later in the agenda and will last until all public comments have been heard. Agendas will be available one week in advance of the meetings at www.oregonmetro.gov/agenda or by calling **503-797-1540**.

5 p.m. Thursday Oct. 6

Beaverton Library
12375 SW Fifth St., Beaverton
MAX light rail and TriMet bus 78

2 p.m. Thursday Oct. 20

Metro Council Chamber
600 NE Grand Ave., Portland
MAX light rail and TriMet bus 6

For more information

The report for the analysis area shown on the map above is posted on Metro's website at www.oregonmetro.gov/greatplaces. To request a printed copy of the full report, call 503-813-7577, send an email message to 2040@oregonmetro.gov or send a written request to Metro Planning and Development, 600 NE Grand Ave., Portland, OR 97232.

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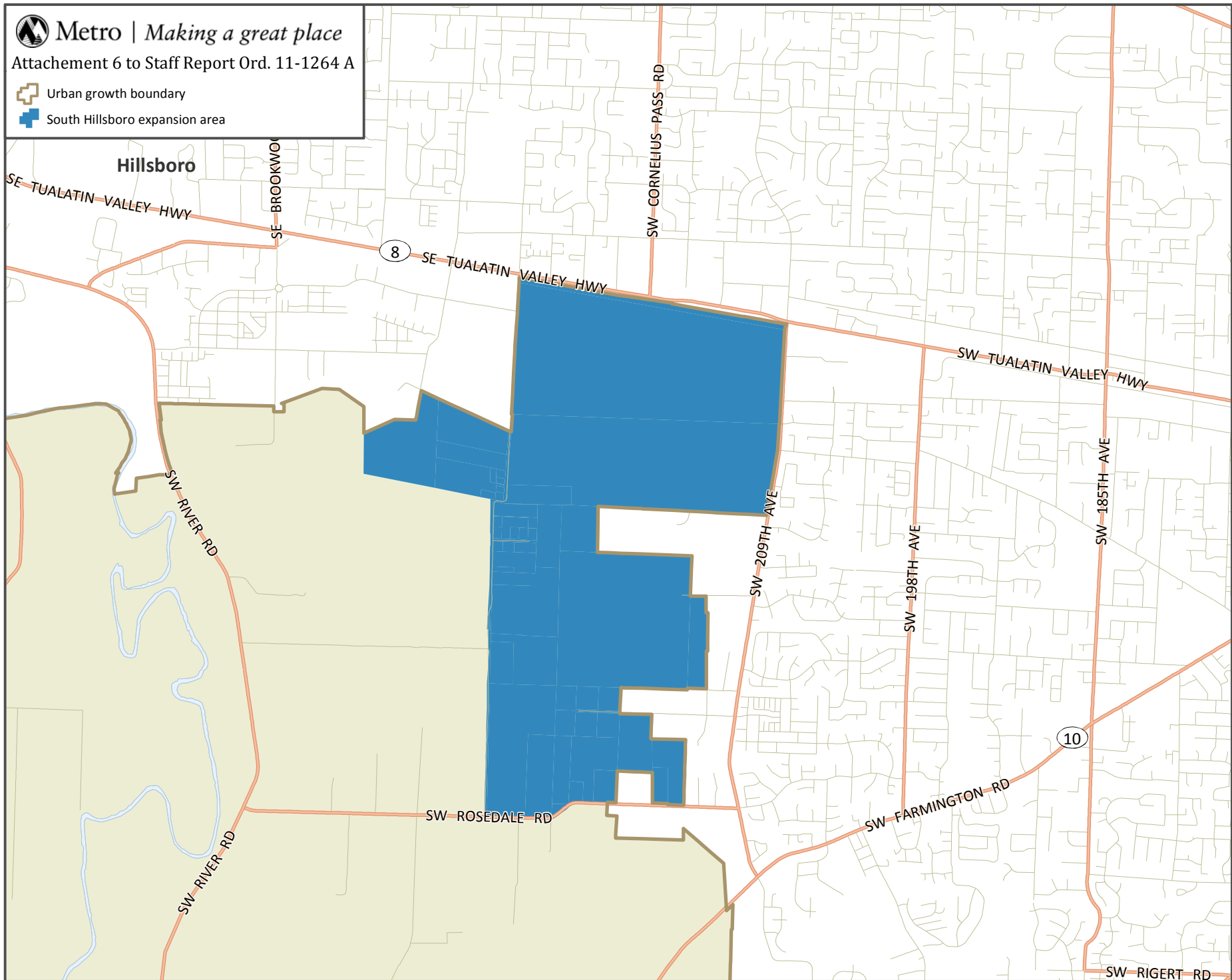




Urban growth boundary



South Hillsboro expansion area





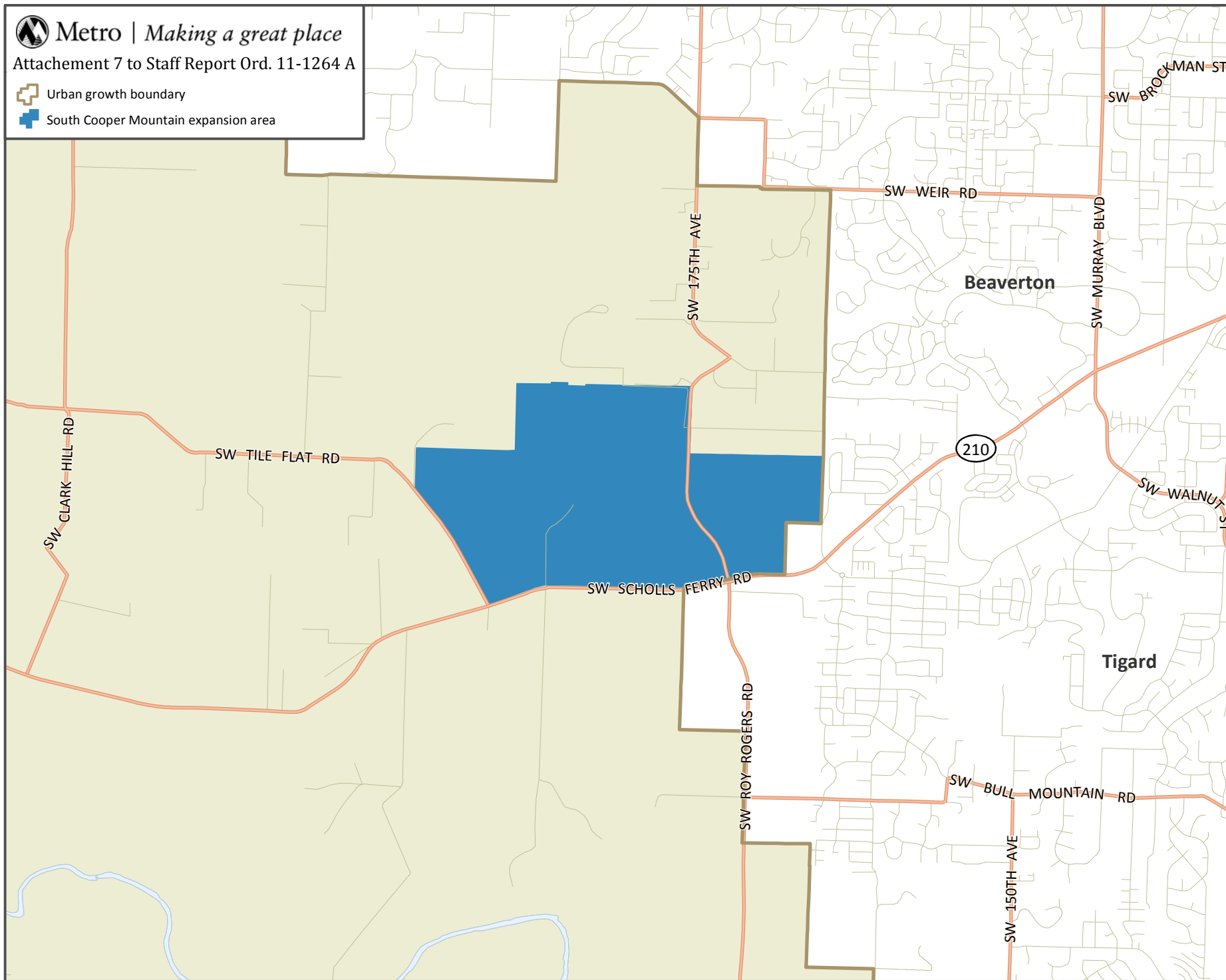
Metro | *Making a great place*
Attachment 7 to Staff Report Ord. 11-1264 A



Urban growth boundary



South Cooper Mountain expansion area





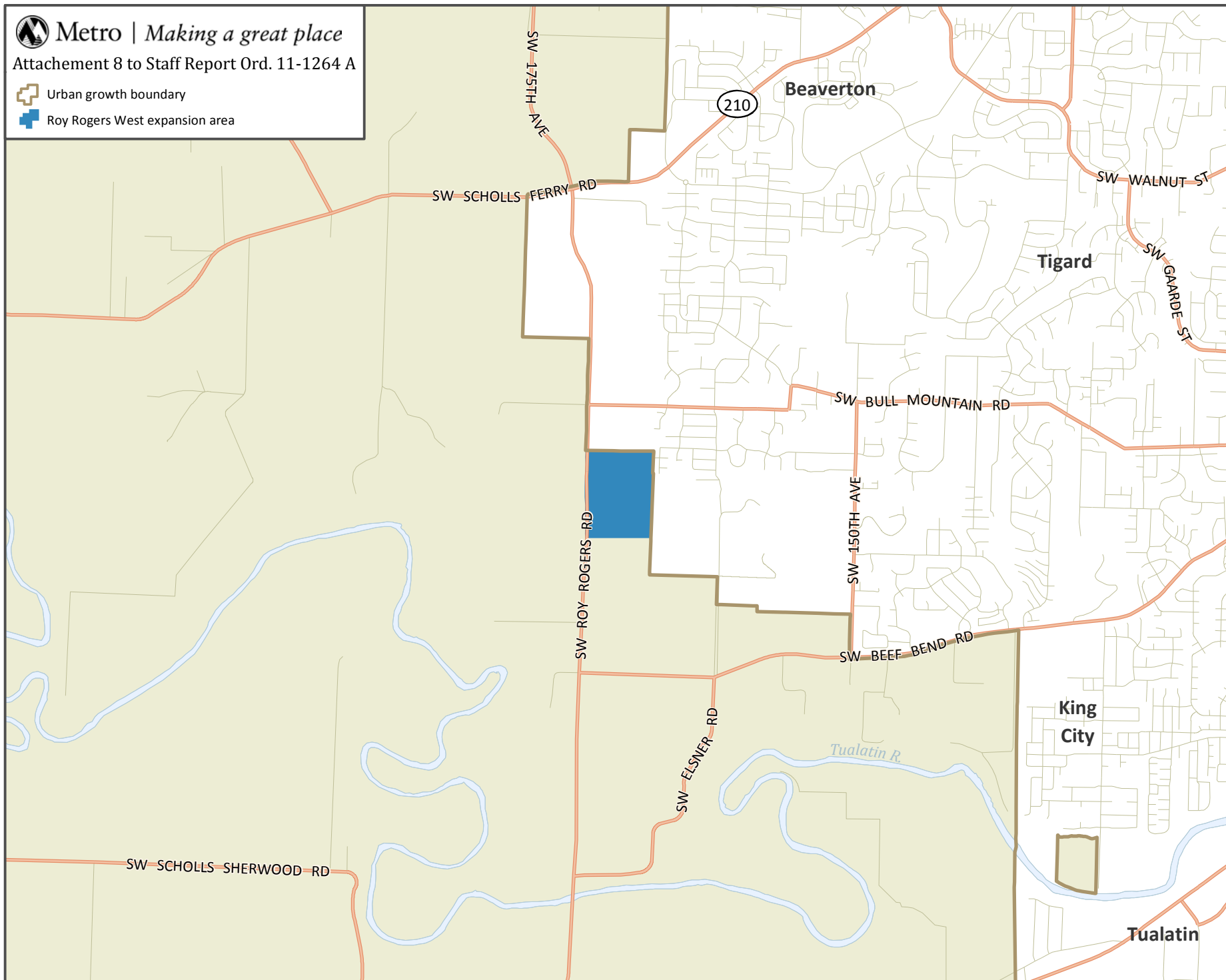
Metro | *Making a great place*
Attachment 8 to Staff Report Ord. 11-1264 A



Urban growth boundary



Roy Rogers West expansion area

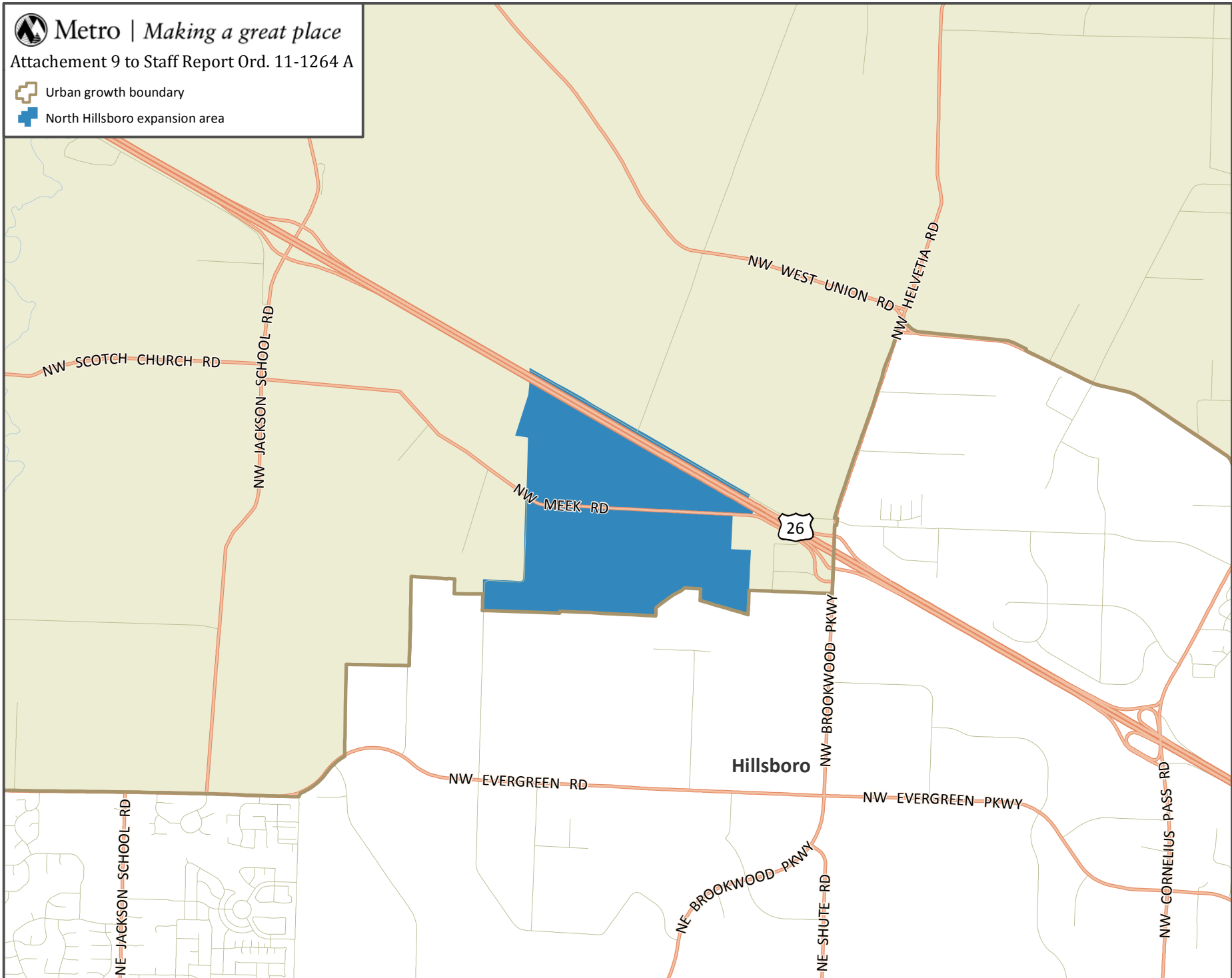




Urban growth boundary



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

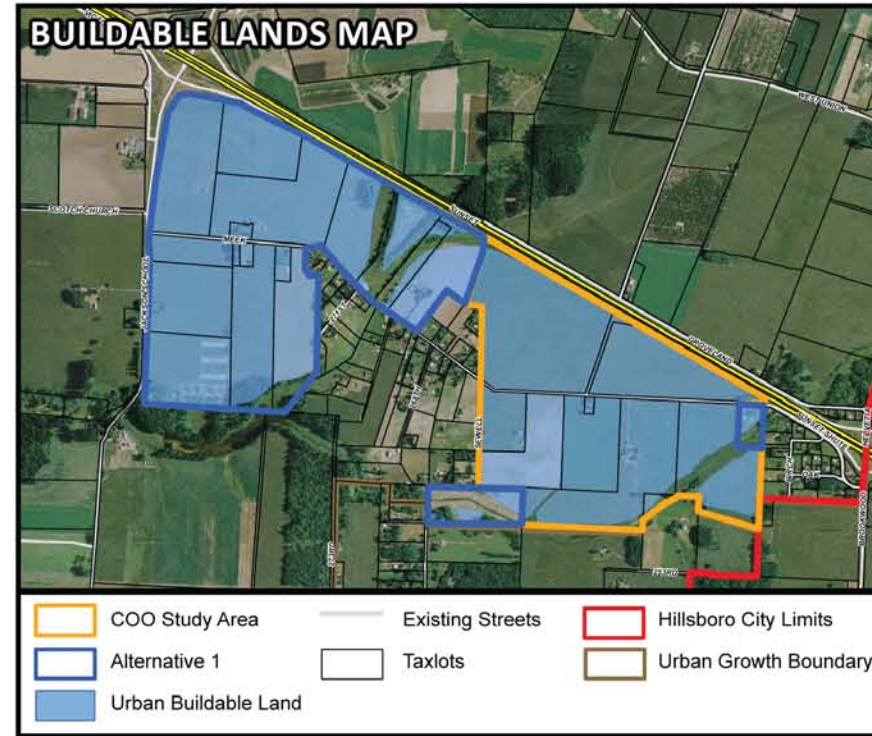
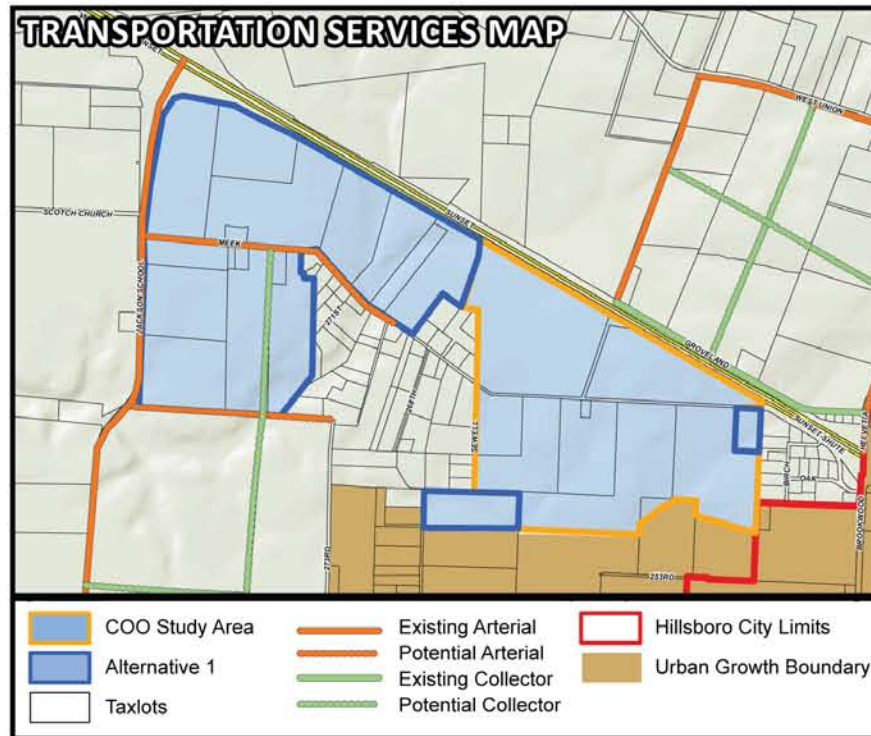
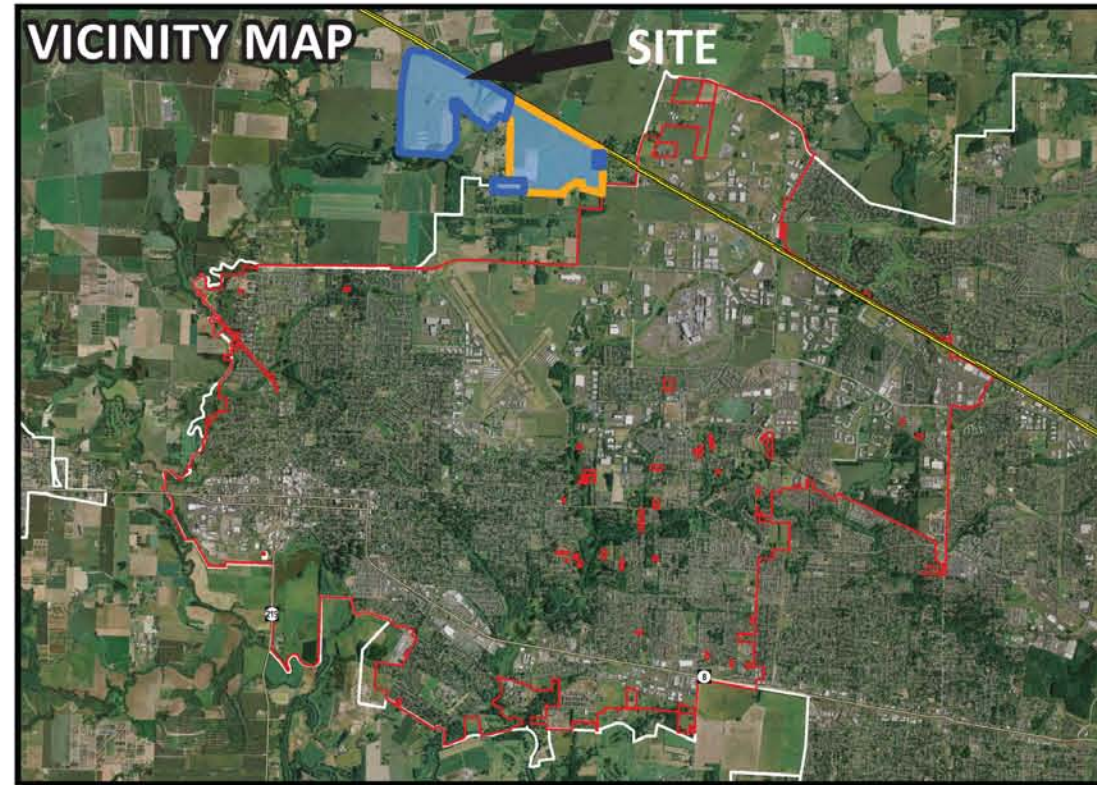
City of Hillsboro Transportation Maps –

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

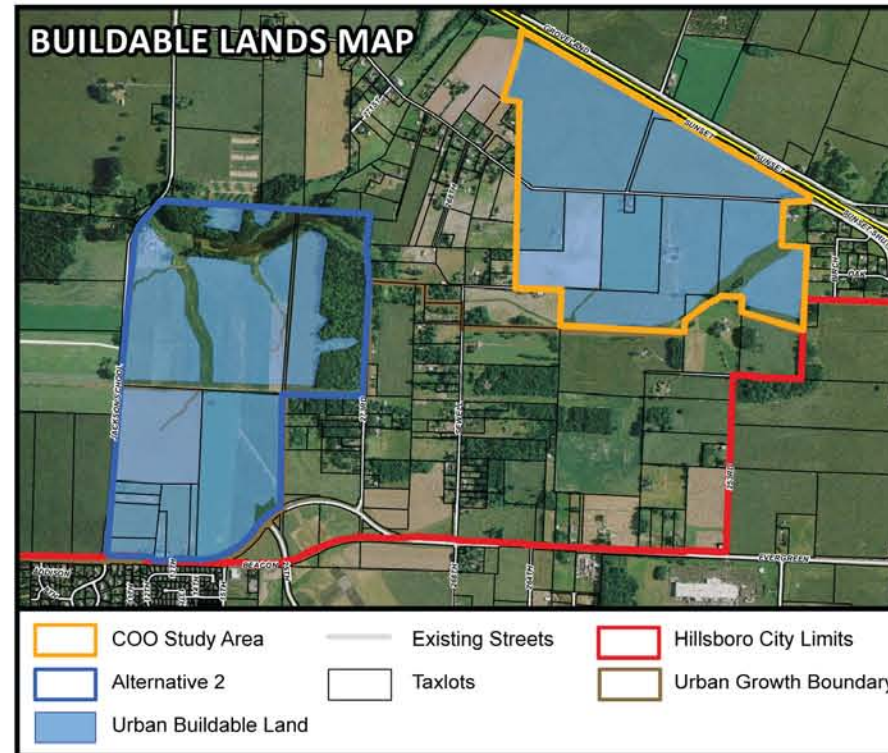
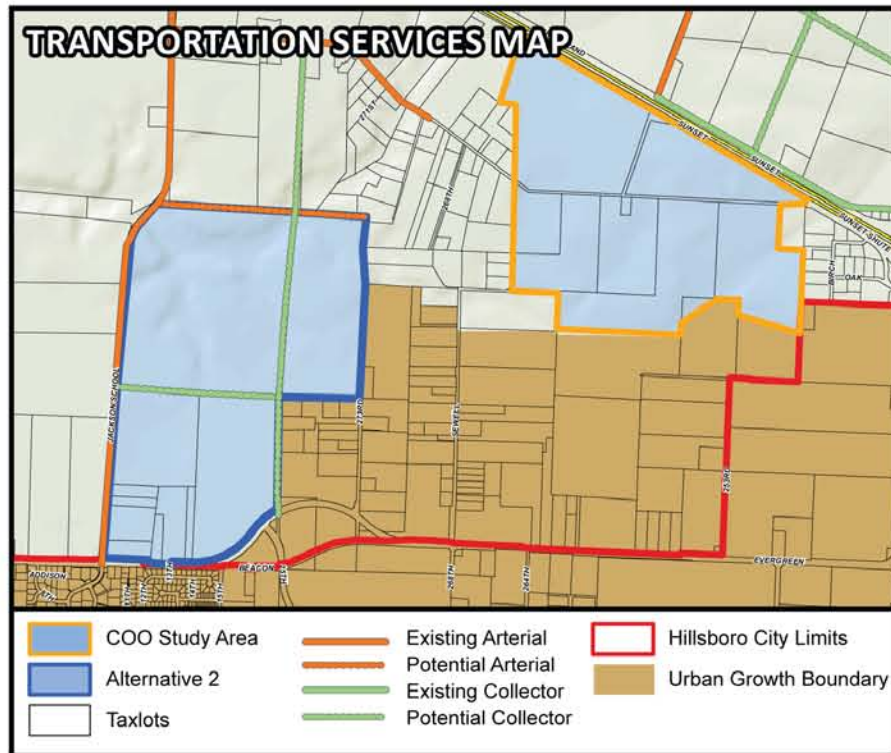
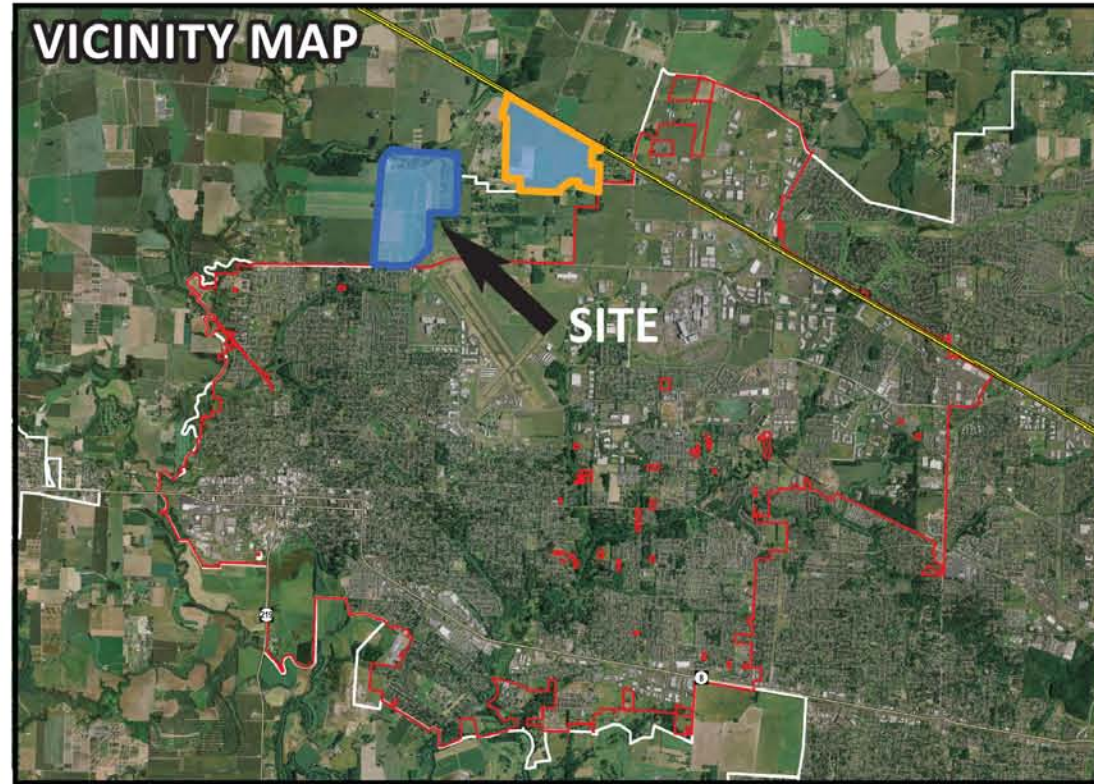


Infrastructure Costs - Alternative #1 - Jackson School Study Area					
Study Area Data	Total Study Area Land		697 acres		
	Total Constrained Land		63 acres		
	Net Buildable Land		634 acres		
Sanitary Sewer Service (Clean Water Services)	Pipe Size	8"-12"	12"-18"	18"+	12+" Force
	Total Pipe Length	14800	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



CITY OF HILLSBORO

ASSESSMENT OF POTENTIAL URBAN GROWTH BOUNDARY EXPANSION AREA

Infrastructure Cost Estimate

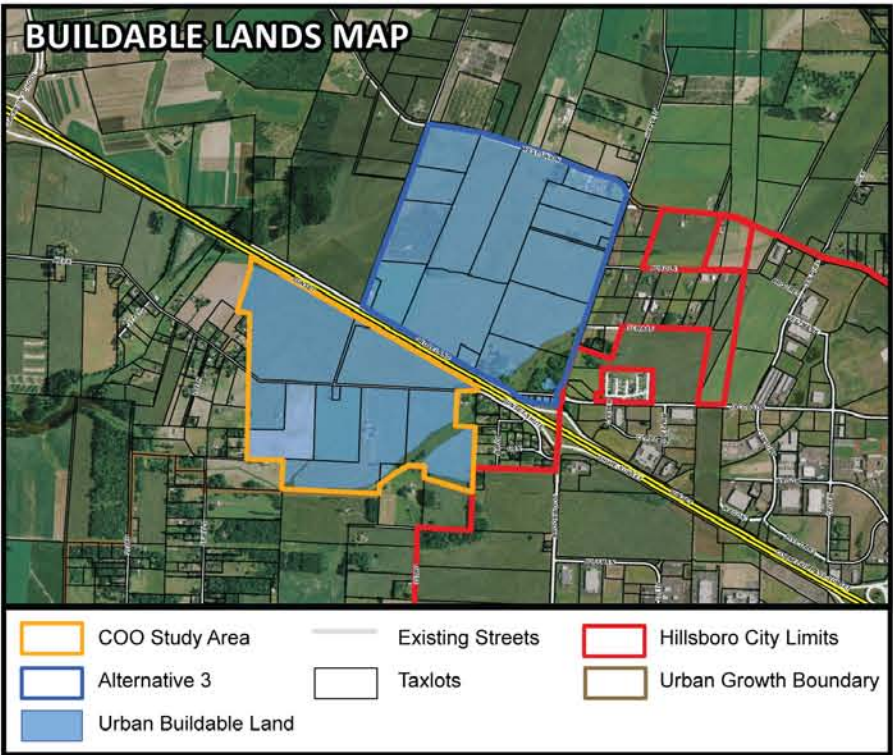
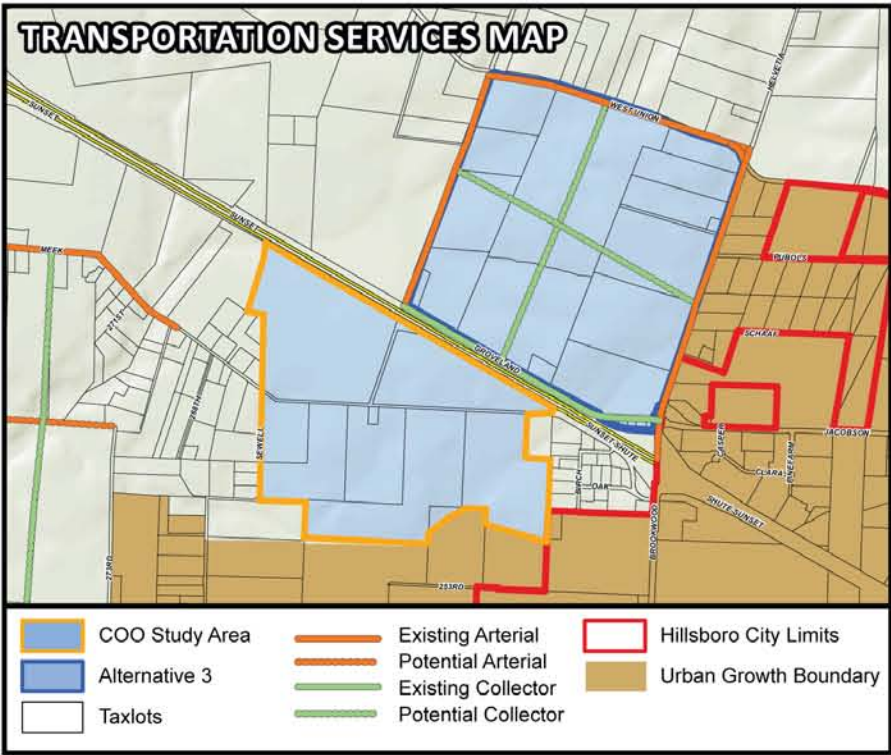
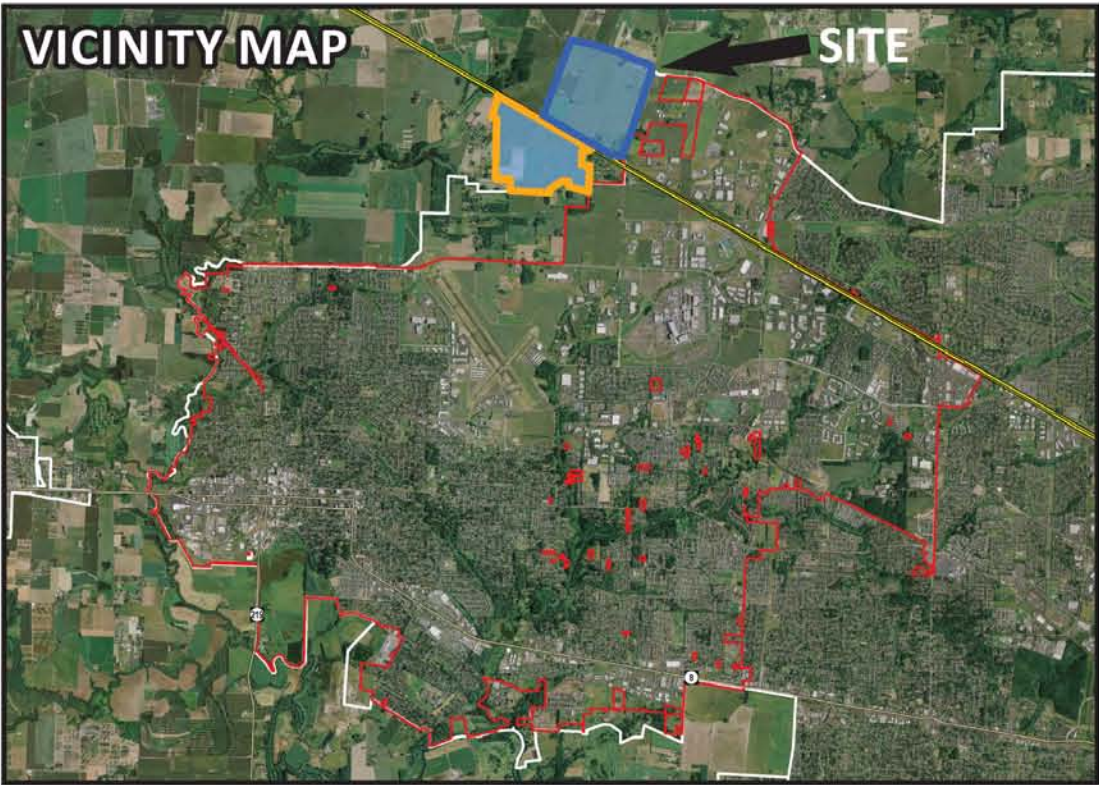
Project Number: 2110198.00

July 12, 2011

GROUP
MACKENZIE

Alternative #3:

Groveland Road Study Area

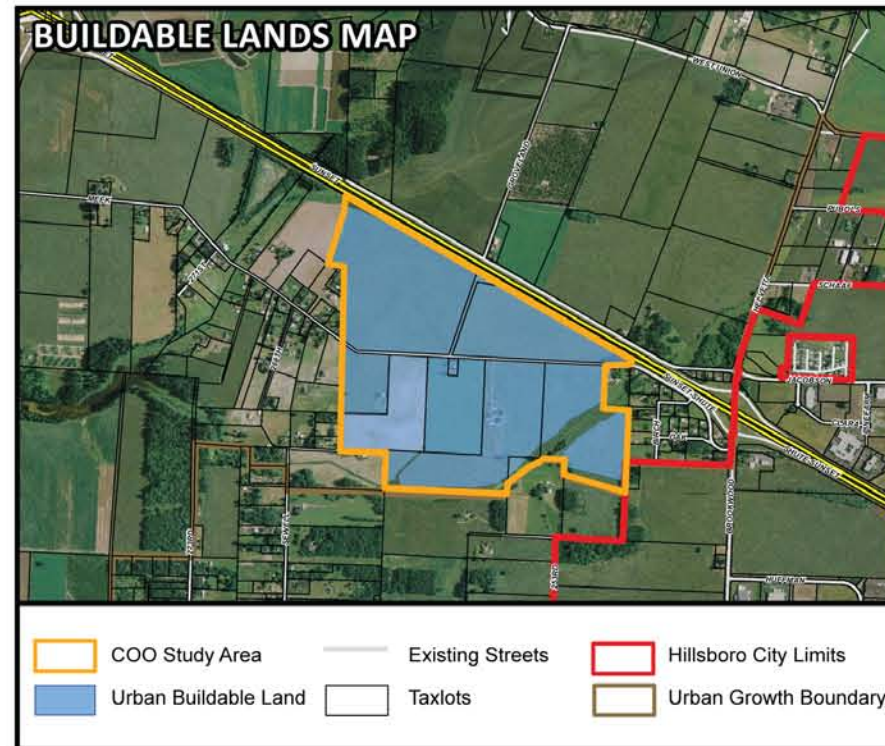
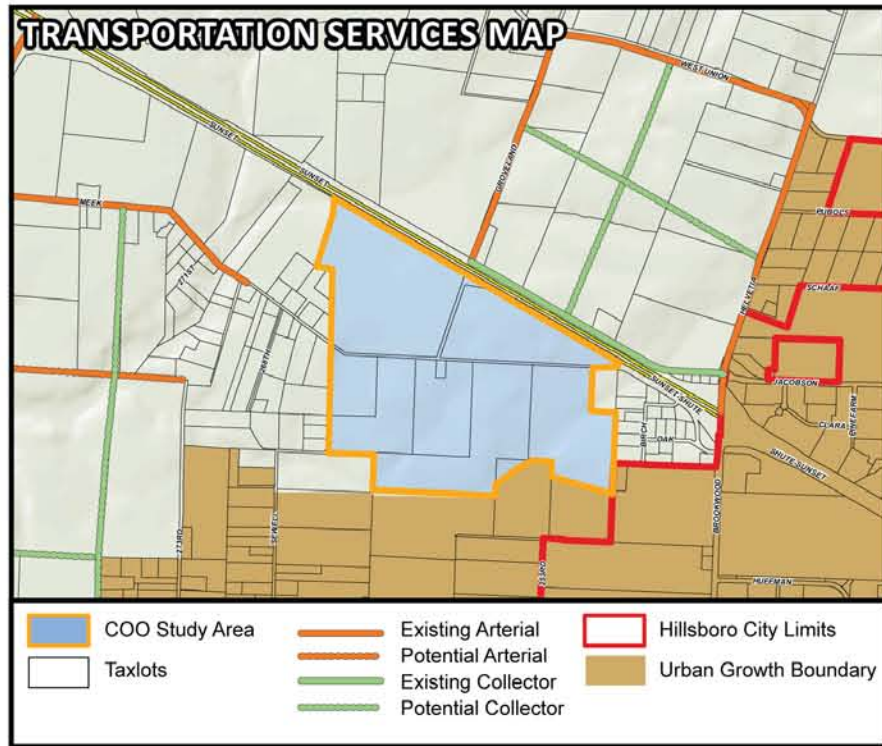
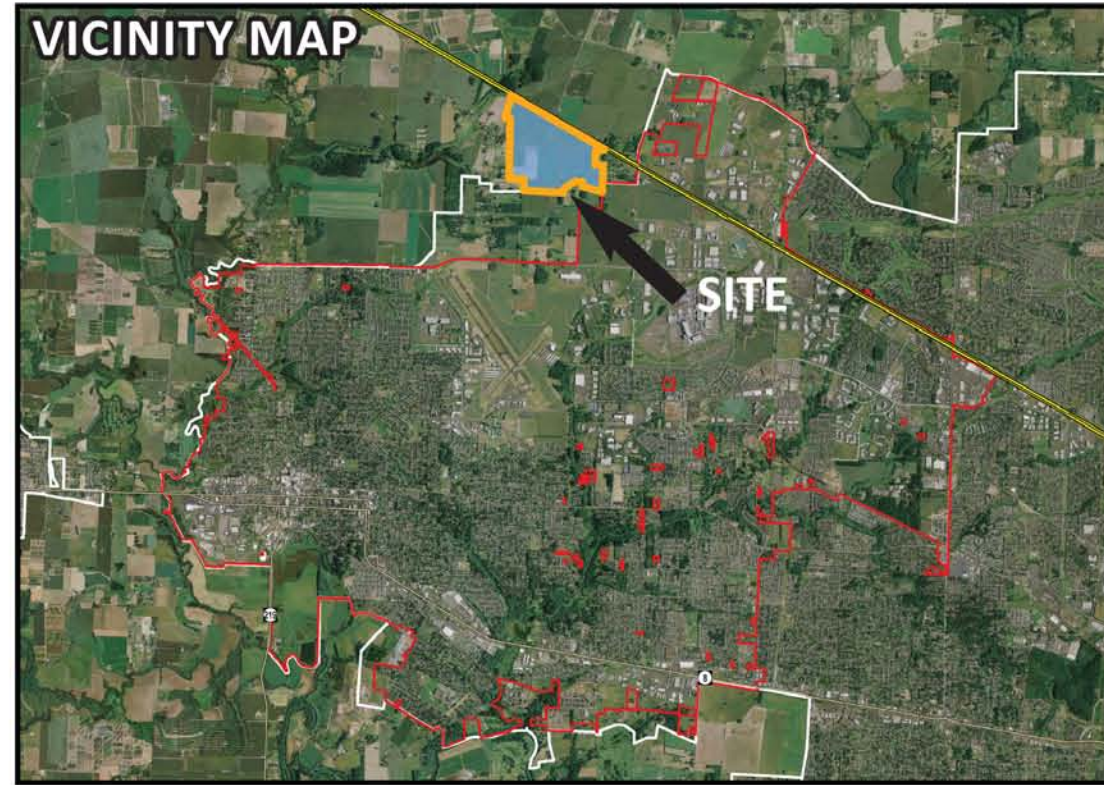


Infrastructure Costs - Alternative #3 - Groveland Road Study Area					
Study Area Data	Total Study Area Land		712 acres		
	Total Constrained Land		42 acres		
	Net Buildable Land		670 acres		
Sanitary Sewer Service (Clean Water Services)	Pipe Size	8"-12"	12"-18"	18"+	12+" Force
	Total Pipe Length	15600	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

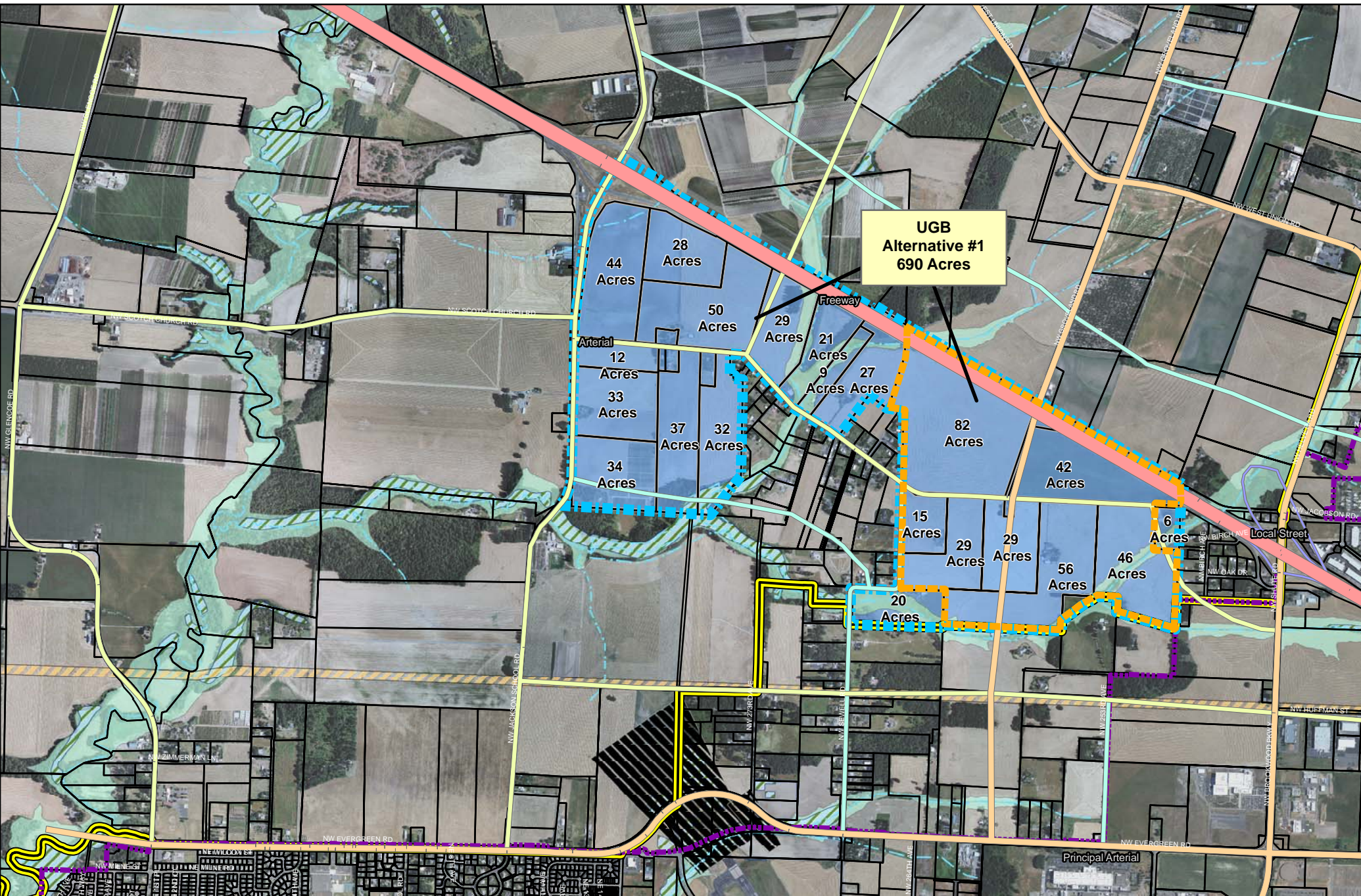
Metro COO Study Area

*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
 150 E. Main Street, Fourth Floor
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Map 3 North Hillsboro UGB Expansion

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

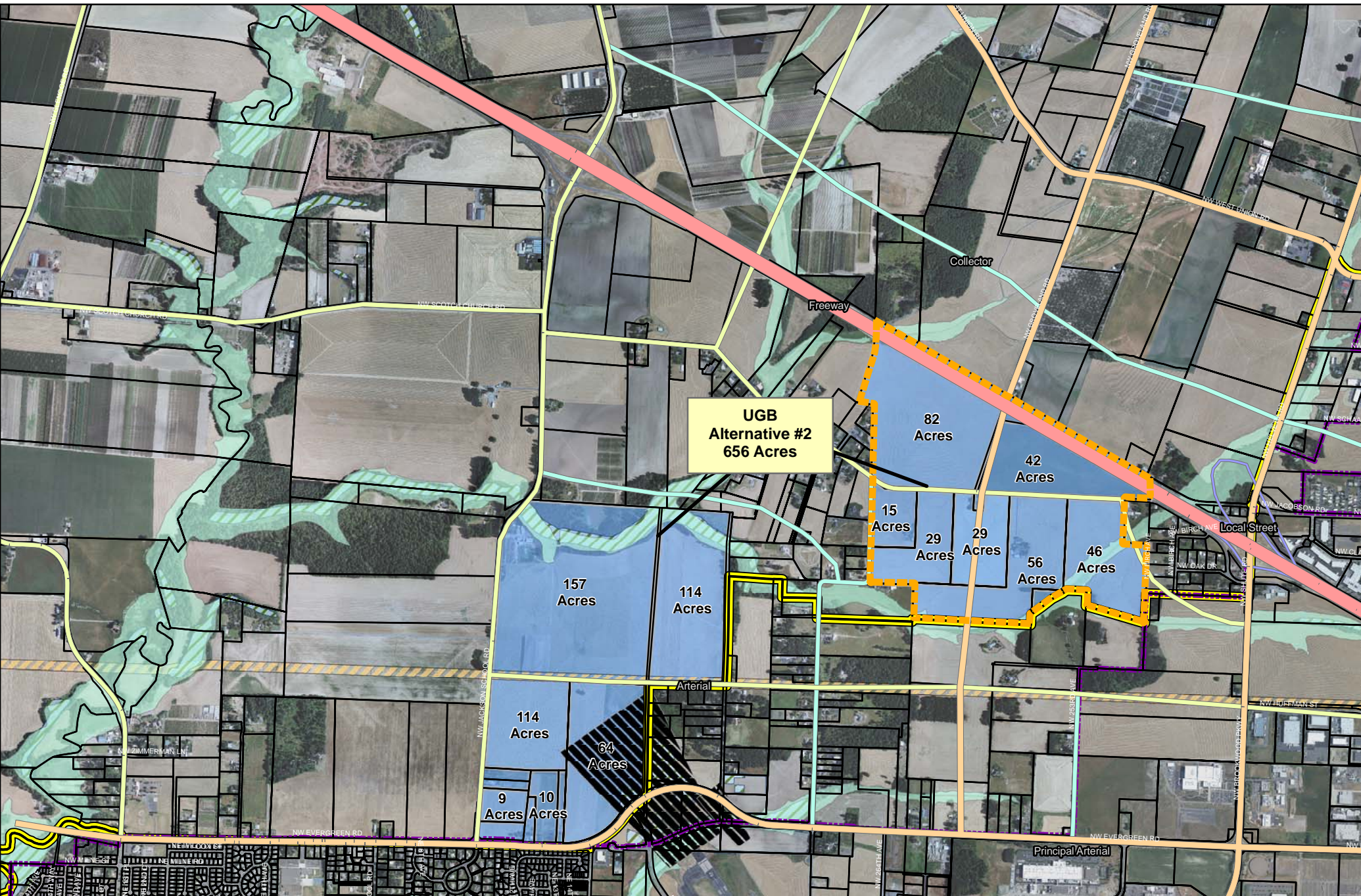
- Concept Streets**
- Local Street
 - Neighborhood Route
 - Collector
 - Arterial
 - Principal Arterial
 - Freeway
- Legend**
- Alternative #1
 - Alternative #1 Boundary
 - Alt #1 Taxlots over 5 acres
 - COO Recommendation
 - Urban Growth Boundary
 - Hillsboro City Limits
 - FEMA 100 Yr Floodplain
 - 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

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Printing Date: June 16, 2011
 File: WUGB_Project\Range Urban Reserve\UGB\UGB Scenario Update 041411.RoadNetwork\Alt1_North_Hillsboro_Exp_Rx11_041411_Sheets.mxd



City of Hillsboro
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Map 4 North Hillsboro UGB Expansion

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

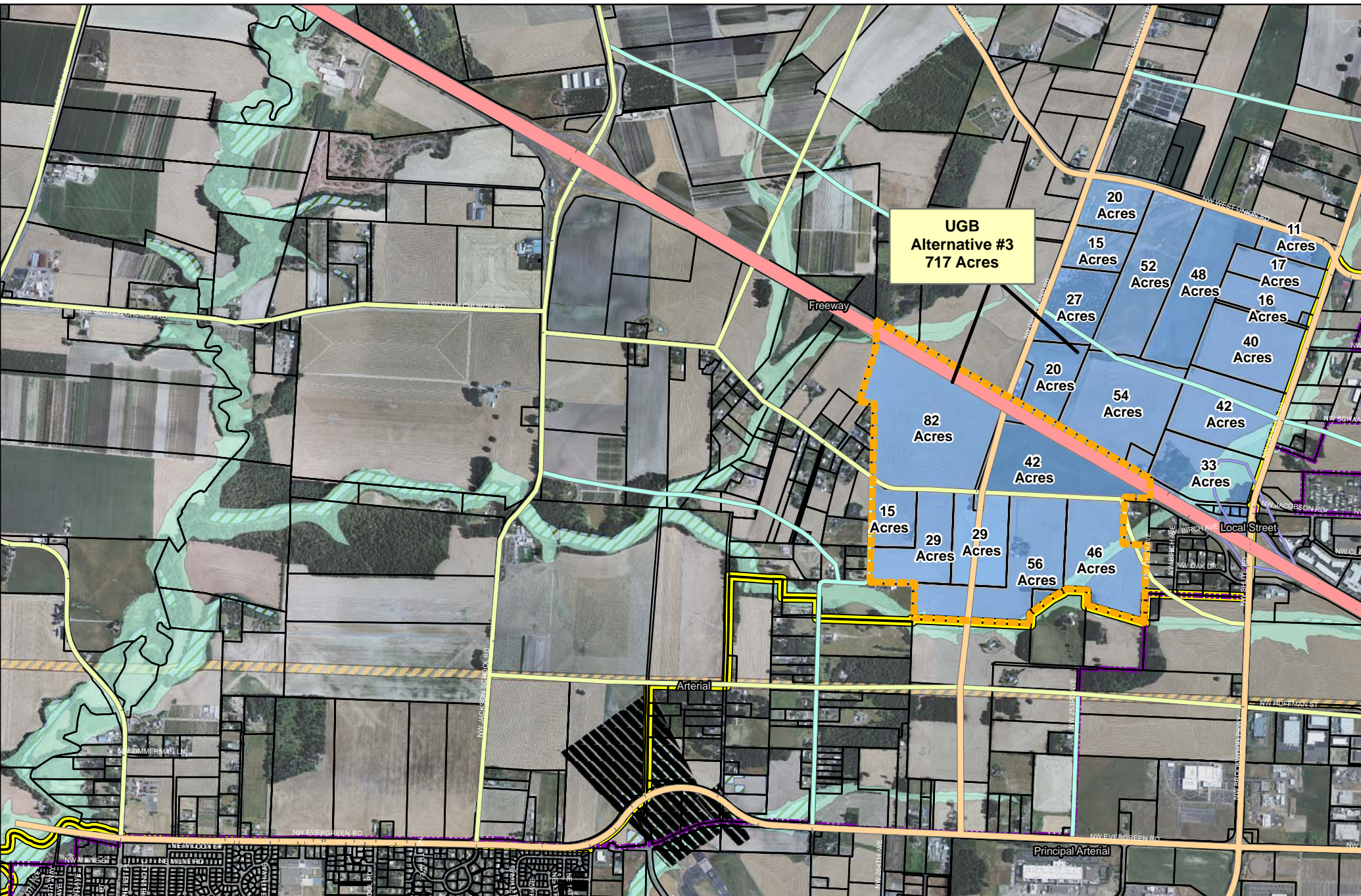
- Concept Streets**
- Local Street
 - Neighborhood Route
 - Collector
 - Arterial
 - Principal Arterial
 - Freeway
- Legend**
- UGB Alternative #2
 - Alt #2 Taxlots over 5 acres
 - COO Recommendation
 - Urban Growth Boundary
 - Hillsboro City Limits
 - FEMA 100 Yr Floodplain
 - Wetlands
 - BPA ROW
 - Airport Restriction Zone 1
 - Tax lots

Alt #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

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Printing Date: June 16, 2011
 File: WUGB_ProjectRange
 Urban Reserve/UGB/UGB Scenario Update 041411
 RoadNetwork/Alt2_NH_UGB_Exp_8x11_041411_Sheets.mxd



**UGB
Alternative #3
717 Acres**

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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: WUGB_Projects\Range\Urban Reserve\UGB\UGB_Scenario Update 041411\RoadNetwork\UGB_North_UGB_Exp_Rx11_041411_Sheets.mxd

Points we might want to make if Metro Council asks us to address questions raised by Mark Greenfield's letter regarding the 69 acre Shute Road property versus the 330 acre Meek Road area recommended by the COO

Caselaw:

- 1) Standing cites to 1K v. LCDC (McMinnville, July 2011, A134379) as the basis for their assertion that the 69-acre property should be the highest priority for UGB expansion for large lot industrial uses (over the COO recommended 330 acres south of Hwy 26). Their argument goes into considerable depth regarding the site's high feasibility for provision of cost effective infrastructure, relying primarily on the cost and location of potentially available infrastructure to establish their "highest priority" status. In essence, **they are making the same mistake the city of McMinnville & LCDC made in the contested UGB decision, which resulted in a remand to LCDC by the court of appeals.** As noted by Ed Sullivan in explaining the ruling: *"LCDC's reliance on the city's findings that applied only Goal 14 locational factors to exclude some exception land was in error because it conflated the Step 3 analysis (i.e., Goal 14 based "orderly & efficient provision of public facilities and services") with the Step 1 and 2 analyses. (i.e., Step 1 – determination of land need, & Step 2 – determine adequacy of candidate lands under ORS 197.298(1) & (3))."* (*Daily Journal of Commerce, September 2011*)
- 2) As clearly indicated in Metro Code Section 3.07.1425(C), once you get to Step 3 in the UGB analysis, infrastructure provision is **only one of nine (9) factors that must be balanced** in much the same way Goal 14 administrative rule factors must be applied statewide. As shown on the city's draft matrix (attached), "Efficient Accommodation" and "Public Services Provision" rates differently in the four subareas the city asked Metro to analyze for UGB expansion. While the Groveland Road area (440 acres) rates high for infrastructure capability, it does not fully meet several other factors and thus, actually **received the lowest overall score** under the city's analysis of Metro Code of the four areas analyzed. On the same matrix, the **310 acre (now 330 acres) area received the highest overall score** – 12 points higher than the Groveland Road area.

Land Need & Development Feasibility:

- 3) The relatively small portion of the Groveland Road area requested for UGB expansion would **not be able to fully meet the minimum 200 acre need for large lot industrial uses identified by Metro.** Even if the Berger/Hartung (38 acres) and Choban (33 acres) properties are added to Standing's holdings, there would be only one 50 acre site in the 140 acre combined area. Unlike the 330 acre multiple ownership area south of Hwy 26, **these three property owners do not appear to have any agreement to assemble land to achieve even two 50 acre sites (or one 100 acre site).**
- 4) Standing relies heavily on the CH2M-Hill study prepared for the city of Hillsboro in May 2010. That study identifies the 140 acres north of the Shute Road interchange as the area with "the best attributes and holds good potential for development. " Sites 2, 3 & 4

comprise the COO recommended 330 acres and are rated in the study as nearly comparable to the Groveland Road 140 acre analysis area. The analysis notes that “the sites are adjacent to the existing UGB, which could provide easier annexation into the city.” This is an important point since the **city’s UPAA with Washington County stipulates that no urban development will occur in the city’s area of interest without annexation.** Of the 140 acre area, only the south portion of the Standring property is adjacent to incorporated lands east of Helvetia Road. Since there is no formalized multiple owner agreement that includes joint annexation, **land assembly for purposes of development could be problematic if the three property owners cannot come to an agreement with a future industrial client.**

- 5) Since May 2010 the city was approached by property owners in sites 2, 3 and 4 who have an interest in UGB expansion. The city and property owners have worked closely over the past year to **establish a contractual, written agreement that will ensure the entire 330 acre area will be assembled and marketed jointly for large lot industrial use.** Because of the multiple site synergy achieved by the joint agreement, **it would not be hard to imagine that the CH2M-Hill study would have come to a different conclusion had the agreement been in effect at the time of the Spring 2010 study.** If the entire COO recommended area is brought into the UGB it will be able to respond to large lot industrial needs for at least 200 acres in a variety of 50-100 acre configurations. **No other area under consideration by Metro can accomplish that.**

Infrastructure:

- 6) Standring makes much of the cost of infrastructure developed for Metro by Group MacKenzie, stating that the costs of developing the COO recommended area are 55 times higher than costs associated with developing his 69 acre holding. This appears to be a case of comparison between a very small area (Shute Road Interchange Analysis Area 8B with 86 gross acres/58 buildable acres) against the 950 acre Hillsboro North Area 8A analyzed by Metro (see area descriptions in *Preliminary Analysis of Potential UGB Expansion Areas*, July 5, 2011 and Attachments 3 & 4 summary tables). The substantial infrastructure cost difference cited is likely the result of **no** transportation costs attributed to the Shute Road 8B area by Metro while substantial transportation costs are attributed to the 950 acre analysis area because of the need for an extensive collector and arterial road system. A more meaningful comparison of transportation costs is found in the Attachment A summary table, which lists costs per added lane mile as \$11.73 versus \$12.13 for the 8B and 8A areas respectively.
- 7) It is important to remember that the total costs of development would be split between public and private investments. **Thus, the order of magnitude cited overstates the actual public sector costs of development of the two areas.** In their July 25, 2011 cover memorandum on the Hillsboro UGB Infrastructure Assessment Group MacKenzie states; “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 (sic) 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.”

- 8) While there may be public utilities close by in the Helvetia subarea, it should be noted that **obtaining urban water service could be slowed because of jurisdictional issues**. Helvetia Road is the boundary in that area between city supplied water service and TVWD, which serves the area to the east of Helvetia Road. In order to obtain water from “across the street” an intergovernmental agreement for an inter-tie would be necessary. It actually may be more efficient to extend water to the COO recommended area, which is entirely within the city’s water supply boundary. Given the importance of a reliable immediate source of municipal water to high/clean tech industries, the water supply issue could ultimately affect a company’s decision to locate in either area.
- 9) According to the city water department Area 8A can be served by an existing water reservoir located at Evergreen and Shute roads north to the south edge of Hwy 26. In contrast, 8B would need a new, and potentially expanded, water reservoir (planned north of Hwy 26). Without an IGA with TVWD to construct an inter-tie in the short term, a water line would have to be extended up Brookwood Parkway/Shute Road north of Hwy 26.
- 10) Likewise, in relation to sewer services, 8A can be served by extension of pipes or upsizing existing pipes while 8B would require a new sanitary sewer pump station to accommodate significant manufacturing activities.
- 11) 8A is planned to be served by transit (Draft Findings Map) while 8B is not.

Natural Features & Buffering:

- 12) 8A has limited environmental features whereas 8B has a significant flood plain reducing the developable area of the Standing site by nearly 40 percent.
- 13) Agricultural buffering will be required for both areas. 8A is bordered by Hwy 26 (north), the Meek Road rural residential area (east) and Sewell Road (partial west) with limited adjacency to farming activities south of the highway. In contrast, 8B is bordered by Hwy 26 (south) and Helvetia Road (east). To the north and west it is directly adjacent to farming activities.
- 14) Hwy 26 has been identified as an important border element for 8A, marking the transition from urban to rural uses. In contrast, 8B crosses the highway and extends west of Helvetia Rd into an area that is currently actively farmed.

Urban Growth Boundary Expansion Criteria

Metro Code Section 3.07.1425(C)¹

	Metro UGB Expansion CRITERIA	COO Recommended 310 Acres	Jackson School Road 380 Acres	Waibel Creek South 346 Acres	Groveland Road 440 Acres
1	Efficient Accommodation	5	5	3	3
2	Public Services Provision	5	1	3	5
3	ESEE Consequences	3	3	3	3
4	Ag/Forest Compatibility	3	3	3	1
5	Housing/Employment Distribution Across Region	3	1	3	1
6	Purposes of Centers & Corridors	3	3	3	3
7	Protection of Commercial Agriculture	3	1	3	1
8	Fish & Wildlife Habitat Preservation	3	3	1	5
9	Transition Between Urban & Rural Lands	5	5	3	1
	TOTAL SCORE	33	25	25	23

City of Hillsboro Scoring – May 2011 DRAFT

Rating Scale: 5 = Fully complies and furthers intent of criteria;
 3 = Complies with criteria;
 1 = Additional actions may be needed to ensure compliance with criteria

¹ Metro UGB Expansion Criteria include:

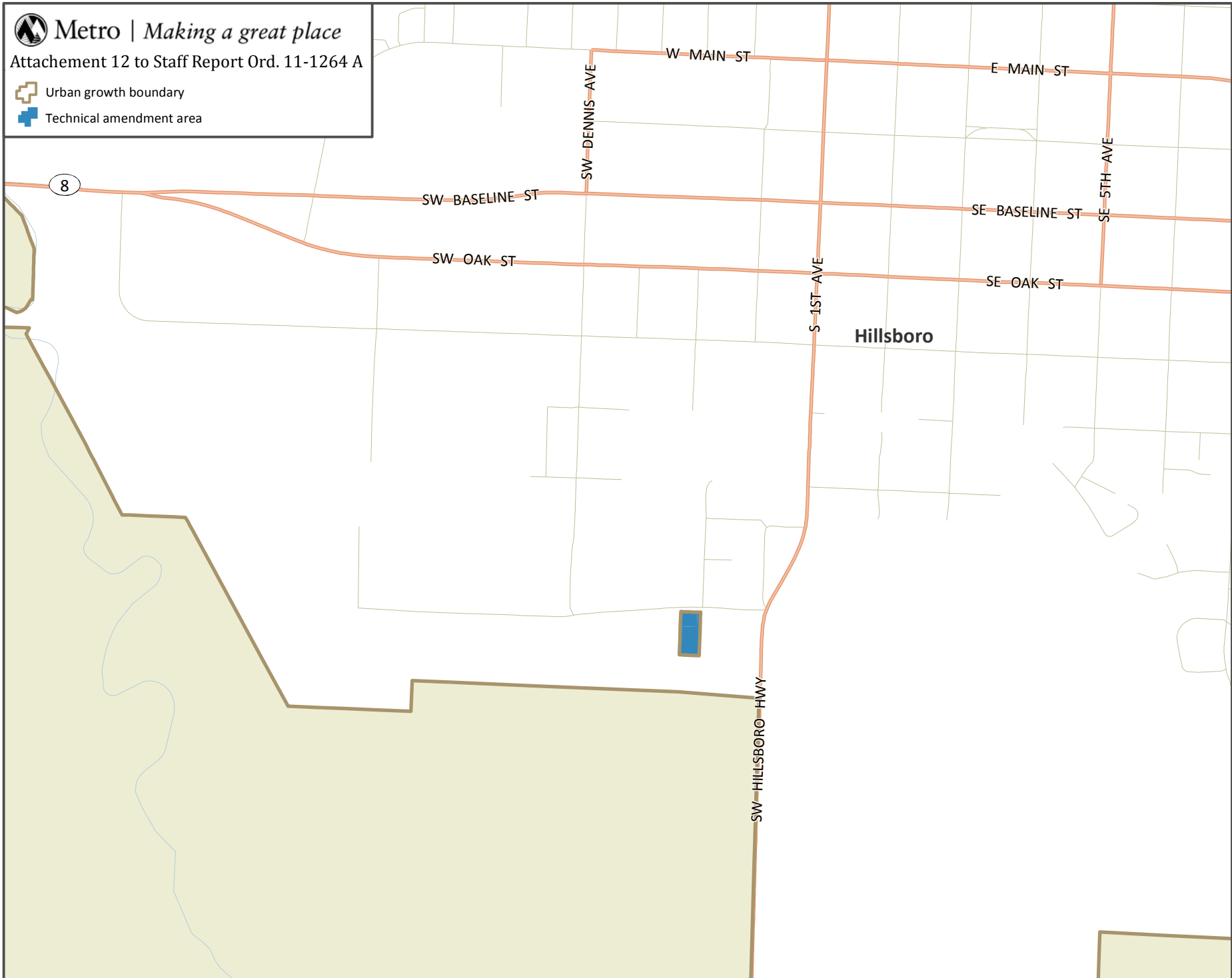
1. *Efficient accommodation of identified land needs;*
2. *Orderly and economic provision of public facilities and services;*
3. *Comparative environmental, energy, economic and social consequences;*
4. *Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;*
5. *Equitable and efficient distribution of housing and employment opportunities throughout the region;*
6. *Contribution to the purposes of Centers and Corridors;*
7. *Protection of farmland that is most important for the continuation of commercial agriculture in the region;*
8. *Avoidance of conflict with regionally significant fish and wildlife habitat; and*
9. *Clear transition between urban and rural lands, using natural and built features to mark the transition*



Urban growth boundary



Technical amendment area



INTERGOVERNMENTAL AGREEMENT ON
HIGHWAY 26 CORRIDOR
AMONG CITY OF SANDY, CLACKAMAS COUNTY,
METRO

This Agreement is entered into by and between the City of Sandy ("City"), Clackamas County ("County") and Metro ("Metro") (collectively, the "Parties") pursuant to ORS 190.003 to 190.110, which allows units of government to enter into agreements for the performance of any or all functions and activities which such units have authority to perform.

RECITALS

WHEREAS, The Portland metropolitan region and neighboring cities outside Metro's jurisdictional boundaries are expected to experience substantial population and employment growth by the year 2060; and

WHEREAS, Anticipated urban growth and development in the Metro area will affect neighboring cities outside Metro's jurisdictional boundaries, and anticipated urban growth and development in the neighboring cities will affect jurisdictions within Metro's boundaries; and

WHEREAS, The City wishes to maintain its own identity, separate and distinct from the metropolitan area; and

WHEREAS, Metro and the County share the City's desire to maintain a separation between the City and the metropolitan area; and

WHEREAS, Highway 26 eastbound between the cities of Gresham and Sandy is the gateway to the Mount Hood recreational area, a nationally-recognized scenic and recreational resource; and

WHEREAS, pursuant to Senate Bill 1011 (2007) County and Metro have adopted both Urban and Rural Reserves in and around the Highway 26 Corridor between Gresham and Sandy; and

WHEREAS, the County, City and Metro previously entered into an Intergovernmental Agreement (the Green Corridor/Rural Reserve Agreement) for the purpose of preserving the rural character of the area between the Metro UGB and the Sandy Urban Reserve; and

WHEREAS, The City, the County and Metro are interested in preserving and protecting the visual character of the Highway 26 Corridor as it passes through the area subject to this Agreement; and

NOW, THEREFORE, the City, the County and Metro agree as follows:

Clackanomah Management IGA

Page 1 of 5

AGREEMENT

I. Purpose

The Parties agree that they are mutually interested in and will work together to:

- A. Preserve the distinct and unique identities of the City and the metropolitan area by maintaining a separation between the City and the metropolitan area.
- B. Preserve and protect the rural and natural resource character and values of Rural Reserve areas along the corridor that separate the City from the metropolitan area.
- C. Establish a plan to protect the unique visual character of the Highway 26 Corridor.

II. Definitions

- A. "Highway 26 Corridor" means the area along State Highway 26 between the cities of Gresham and Sandy.
- B. "Clackanomah Urban Reserve" means Urban Reserve Areas 1D and 1F as designated in Metro's Regional Framework Plan, and shown on Exhibit A hereto.

III. Pre-Development Buffering

The Parties:

- A. Intend that urban development along the Highway 26 Corridor shall be screened from the Highway in a fashion that reasonably retains the rural visual character of the corridor. The parties agree that a 50-foot wide buffer containing a thick screen of evergreen trees will achieve this goal.

The County and the City:

- B. Will work together in good faith to establish buffers in advance of urban development, either within the existing highway right of way or through the acquisition of appropriate easements on private land adjacent to the highway.
- C. If one or more owners of real property within the Highway 26 Corridor grants an appropriate easement(s), will establish a vegetated buffer within the easement(s) consistent with the terms of this Agreement.
- D. Where an affected property owner is willing to grant an easement(s), will seek funding to establish evergreen plantings within the buffer. Funds provided by any of the Parties for the buffer may be reimbursed through fees paid by future development in the urban reserve area.

E. If an affected property owner does not grant an appropriate easement to establish the buffer, will discuss alternative methods and or incentives to obtain the necessary easements, including the exercise of eminent domain.

IV. Concept Planning for Clackanomah Urban Reserves.

A. The Parties recognize that the addition of any portion of the Clackanomah Urban Reserve into the Urban Growth Boundary will be preceded by and conditioned upon development of a concept plan by the appropriate local governments pursuant to Title 11 of the Metro's Urban Growth Management Functional Plan. The Parties further recognize that the concept planning process is a collaborative process between the jurisdiction that will ultimately provide services to the Clackanomah Urban Reserve and other affected jurisdictions, including the Parties. Metro's regulations do not prescribe a precise outcome to the concept planning process.

B. Prior to approving an amendment to the UGB to add any portion of the Clackanomah Urban Reserve, Metro shall determine that the appropriate city or the County has complied with the provisions of Title 11 for any portion of the Clackanomah Urban Reserve. The Parties will strive to ensure that the concept plan calls for the following in land use regulations adopted following addition to the UGB:

- a. Prior to approval of any commercial, industrial or urban-level residential development in the concept plan area, parcels located within the Clackanomah Urban Reserve and abutting Highway 26 shall provide a vegetated buffer screen along the entire highway frontage, to a depth of 50 feet where such a buffer can be imposed as a condition of development. Within the buffer area existing trees shall be preserved to the greatest extent possible. New evergreen trees at least eight feet in height at planting and capable of growing to at least 30 feet in height shall be planted at a density that will create a visual screen within five years. This provision shall not apply to the development of roads, utilities, or other public facilities;
- b. Appropriate limitations on signs oriented to Highway 26 except where required for reasons of public safety;
- c. Achievement of the principles relating to the Clackanomah Urban Reserves set forth in Exhibit B of the Intergovernmental Agreement between Metro and Clackamas County to Adopt Urban and Rural Reserves, attached to this Agreement; and
- d. Orientation of commercial retail development toward the interior of the Clackanomah Urban Reserves and away from the Highway 26 Corridor.

As used above, "strive to ensure" means the Parties will individually and collectively use their best efforts.

C. Metro will require that provisions in the concept plan that implement paragraphs IV.B.a through d of this Agreement be adopted into the comprehensive plan and land use regulations of the County or the city responsible for urban planning in the portion, or both.

V. Notice and Coordination Responsibilities

A. The County shall provide the City and Metro with notice and an opportunity to comment at least 30 days prior to the first scheduled public hearing on plan amendments or zone changes within the Clackanomah Urban Reserve.

B. The County shall provide the City, Metro and ODOT with notice and an opportunity to comment at least 15 days prior to administrative action on any development applications (including, but not limited to, conditional use permits and design review) within the Clackanomah Urban Reserve.

C. The County shall provide the City and Metro with notice and an opportunity to comment on any proposed concept plan for any portion of the Clackanomah Urban Reserve.

D. In order to fulfill the cooperative planning provisions of this agreement the City, County and Metro shall provide each other with needed data, maps, and other information in hard copy or digital form in a timely manner without charge.

VI. Amendments to this Agreement

This Agreement may be amended in writing by the concurrence of all three Parties. The terms of this agreement may be reviewed at the time that the Parties adopt modifications to related agreements.

VII. Effectiveness and Termination

A. This agreement will be effective upon acknowledgement of the designation by Metro of urban reserves in Clackamas County pursuant to ORS 195.145(1)(b) and a final decision on any appeal of the acknowledgement. This agreement shall continue until terminated by any of the Parties, following a written explanation for the proposed termination and consultation with the other Parties, by written notice from the Party. The agreement shall terminate 60 days following receipt of the notice by the other Parties.

If any section, clause or phrase of this agreement is invalidated by any court of competent jurisdiction, any and all remaining parts of the agreement shall be severed from the invalid parts and shall remain in full force and effect.

<p>CITY OF SANDY</p> <p>_____ Mayor, City of Sandy</p> <p>ATTEST:</p> <p>By: _____ City Recorder</p> <p>METRO</p> <p>_____ Metro Council President</p> <p>ATTEST:</p> <p>By: _____</p>	<p>CLACKAMAS COUNTY</p> <p>_____ Chair, Board of Commissioners</p> <p>ATTEST:</p> <p>By: _____ Recording Secretary</p>
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Materials following this page were distributed at the meeting.

I am here today to speak to you about Portland, Oregon and Metro Title # 13, Nature in the Neighborhood. Portland asked for and received an extension to compliance with Metro Title #13 until June 30, this year. That date has now passed and Portland is still not in compliance.

Metro notified Portland of its obligation to either fully comply with Title 13 within 120 days or apply Title 13 requirements to individual land use reviews under Metro code section 3.07.080 in a letter from Michael Jordan to Mayor Sam Adams dated January 22, 2009. To my knowledge, Portland has not been applying Title 13 requirements to individual land use reviews under Metro code section 3.07.080 even though they agreed to do so by City Ordinance.

In that Ordinance, the City states that , “The City’s proposed Title 13 compliance strategy relies on: Strong existing regulatory programs (overlay zones)”. As an example of that not being true, in a September 26,2011, land use decision in the City of Portland where there is both an Environmental Conservation and an Environmental Protection zone on the land use review site, the decision was made not to require an environmental review to cut 157 inches of trees in an environmental zone. As mitigation for that adjustment instead of the required environmental review, the applicant will be required

to plant 11 inches of trees. One of the one-inch trees will be replacing a clump of four 18" trees

In summary, the City of Portland is not ;

in compliance with Title 13,

The City of Portland is not being a good stewards of the Natural Resources that have already been identified to be protected,

And are not making findings to meet Metro Title #13 requirements until they finally do come into compliance

**LISTING OF TREES TO BE REMOVED AS PART OF THE
ADJUSTMENT TO THE JOHNSON CREEK TREE REMOVAL
STANDARDS.
REVISED 08/25/11**

An additional 11 trees (157 diameter inches) are slated for removal to allow the placement of fill material to support the stormwater planters, the access drive to these planters and allow for fill on lots to support utilities, driveways and the fill required for the planters. The trees listed below are slated for removal. The tree number conforms to the Tag No. as listed in the original arborist report and which is a part of the original application for developments supporting documentation.

Tag No.	Diameter	Species	Condition
62	16"	Broad Leaf Maple	Poor
67	18"	Clump of 4 Broad Leaf Maples	Poor
81	14"	Red Alder	Poor
83	18"	Broad Leaf Maple Clump	Poor
84	14"	Red Alder	Poor
85	8"	Red Alder	Poor
88	16"	Broad Leaf Maple	Poor
89	14"	Red Alder	Fair
90	18"	Broad Leaf Maple	Fair
91	10"	Broad Leaf Maple	Poor
92	<u>11"</u>	Red Alder	Poor
	157"		

CASE NO. LV10-168499
EXHIBIT E. 3
reduced copy



METRO COUNCIL MEETING

Meeting Summary

Oct. 13, 2011

Metro, Council Chamber

Councilors Present: Council President Tom Hughes and Councilors Carl Hosticka, Barbara Roberts, Carlotta Collette, Kathryn Harrington, Shirley Craddick and Rex Burkholder (via phone)

Councilors Excused: None

Council President Hughes convened the regular Council meeting at 2:03 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

There were none.

3. CONSENT AGENDA

Motion:	Councilor Kathryn Harrington moved to adopt the Oct. 13 consent agenda which consisted of: <ul style="list-style-type: none">• Consideration of the Minutes for Sept. 29, 2011• Consideration of the Minutes for Oct. 6, 2011
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Vote:	Council President Hughes and Councilors Hosticka, Collette, Roberts, Craddick, Harrington and Burkholder voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
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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.

Council President Hughes passed the gavel to Councilor Hosticka while he carried the ordinance.

Motion:	Council President Hughes moved to adopt Ordinance No. 11-1264.
Second:	Councilor Kathryn Harrington seconded the motion.

Council President Hughes introduced Ordinance No. 11-1264. He stated that the legislation was a culmination of a relatively lengthy process initiated by staff to: (1) address the capacity of the land in the urban growth boundary; (2) project the region's growth over the next 20 years; and (3)

determine housing and industrial land needed to accommodate the projected growth. He highlighted that unlike previous years the capacity analysis was completed using a range. The Council decided it was appropriate to land in the lower middle third of the forecasted range for residential needs, and that land brought into the UGB would require a community to provide services to the area. Additionally, he stated that the capacity analysis determined that the current UGB contained adequate commercial and general industrial land. Based on this information and direction from Council, Metro's COO recommended three areas to be brought into the UGB: South Hillsboro and South Cooper Mountain for residential and North Hillsboro for industrial land.

Mr. Dick Benner of Metro briefly overviewed Exhibit B, *Conditions on Land Added to the UGB*. The proposed conditions address the parties responsible for the area's concept planning when brought into the UGB, assign the area's design type (e.g. employment or residential), and establish capacity (e.g. number of dwelling units or industrial land parcels). The following changes reflect Council's Oct. 11 work session discussion and direction:

- Amend Area 1: North Hillsboro, *Condition #5*, Area 2: South Hillsboro, *Condition #4*, and Area 3: South Cooper Mountain, *Condition #4*, to read: "... and agricultural and forest practices on adjacent lands outside the UGB..."
- Amend Area 3: South Cooper Mountain, *Condition #1* to read, "...the city shall undertake and complete this planning for the whole of Urban Reserve Area 36B 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."

Council discussion included the effect Area 1: North Hillsboro, *Condition #4* had on trails. Staff confirmed that the language, specifically the use of the word "parks," did not include trails.

Councilor Hosticka passed the gavel back to Council President Hughes to preside over the remainder of the meeting.

Council President Hughes indicated that any councilor-proposed amendments were due on Oct. 11 in order to allow staff sufficient time for analysis and to prepare maps for the council meeting.

Amendment #1:

Motion:	Councilor Hosticka moved to amend Ordinance 11-1264, Exhibit A, to add two tax lots totaling 48.7 acres on SW Roy Rogers Road, and that Council apply four conditions of approval, to be incorporated into Exhibit B, to ensure the area contributes to achievement of the Outcomes in the Regional Framework Plan.
Second:	Councilor Carlotta Collette seconded the motion.

Councilor Hosticka stated that the area under consideration is contiguous to the existing UGB and is located on the west side of Bull Mountain and Roy Rogers Road. In 2002, Metro brought in two areas, known as Areas 63 and 64, into the UGB. One of the areas was located to the north and the other to the east of Councilor Hosticka's proposed expansion area. However, Areas 63 and 64 are not contiguous to each other. Councilor Hosticka stated that the City of Tigard and Washington County have begun to plan the entire area and that the City has annexed northern portion of the land. The City would like to annex the eastern portion of the land in order to complete planning and development, but cannot due to Areas 63 and 64 not being adjacent. The amendment, if adopted, would approve the addition of a small portion of land into the UGB on order to achieve connectivity

between Areas 63 and 64. Councilor Hosticka noted that the proposed conditions are similar to those drafted for the COO's recommended areas, specifically South Hillsboro. He emphasized that while this is a small amendment, it has a large impact on the areas served.

Mr. Dan Cooper of Metro noted that if Council approved the amendment, staff would need to make small technical amendments to the ordinance, such the number of people the UGB has capacity to accommodate.

Council discussion:

Councilor Hosticka confirmed that areas on the map with street grids were included in the UGB prior to 2002 and were extensively developed as part of unincorporated Washington County. The northern areas on the map without a street grid were subsequently annexed by the City of Tigard. He indicated that the City would also like to annex the additional portion into the UGB, but that the area is not currently developed to urban standards. In order to facilitate this annexation and provision of services by the City, the region must have contiguity between all of the areas within the Tigard. (Conditions and map included as part of the meeting record.)

Vote:

Council President Hughes and Councilors Hosticka, Collette, Roberts, Craddick, Harrington and Burkholder voted in support of the motion. The vote was 7 ayes, the motion passed.

Seeing no additional councilor-proposed amendments, Council President Hughes directed staff to prepare an "A" version of the ordinance that reflects Council's Oct. 13 decisions. Second read, public hearing, and Council consideration and vote of Ordinance No. 11-1264A is scheduled for Oct. 20.

5. CHIEF OPERATING OFFICER COMMUNICATION

Mr. Cooper reminded the Council that Metro's new COO, Ms. Martha Bennett, will begin on Oct. 31.

6. COUNCILOR COMMUNICATION

Council updates included the Oct. 13 JPACT meeting and committee's discussion on TIGER III grant applications, and the Council's boat tour of the Willamette Falls.

7. ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 2:31 p.m. The Metro Council will reconvene the next regular council meeting on Thursday, Oct. 20 at 2 p.m. at the Metro Council Chamber.



Kelsey Newell,
Regional Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCT. 13, 2011

Item	Topic	Doc. Date	Document Description	Doc. Number
3.2	Minutes	10/6/11	10/6/2011 Council minutes	101311c-01
4.1	Legislation	N/A	Legislation includes revised Exhibit B.	101311c-02
4.1	Handout & Map	N/A	Councilor Carl Hosticka's proposed amendment to the east portion of Roy Rogers West	101311c-03
4.1	Letter	10/11/11	Wilsonville Chamber of Commerce RE: Wilsonville's UGB request for Advance Road	101311c-04
6.0	Chart	TN/A	TIGER III grant application proposals	101311c-05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING A GREEN	)	RESOLUTION NO. 11-4294A
BUILDING POLICY FOR METRO FACILITIES)	
AND OPERATIONS AND AUTHORIZING THE	)	Introduced by Acting Chief Operating Officer
CHIEF OPERATING OFFICER TO IMPLEMENT	)	Daniel B. Cooper, with the concurrence of
THE POLICY	)	council president Tom Hughes

WHEREAS, the Metro facility portfolio includes a diverse array of buildings, including solid waste facilities, public venues, theaters, a zoo, park facilities and an office building;

WHEREAS, operating these buildings results in environmental impacts associated with providing public services, including the following impacts in the 2008 baseline year:

- 26,177 metric tons of greenhouse gas emissions (45% of the emissions from Metro operations)
- 2,600 tons of waste
- 2,100 chemical products with a high toxicity rating for health, environment, or physical toxicity
- 285 million gallons of water
- 110 acres of impervious surfaces

WHEREAS, in 2010 Metro Council adopted Resolution No. 10-4198, "For the Purpose of Adopting Metro's Sustainability Plan and Authorizing the Metro Chief Operating Officer to Implement the Plan," which provides a framework for the strategies and actions needed to address Metro's five environmental sustainability goal areas of greenhouse gas emissions, toxics, waste, water and habitat;

WHEREAS, development of a green building policy for new construction, major renovations and operation and maintenance of existing buildings owned and operated by Metro was identified as a high priority action in the Sustainability Plan to be implemented within the first year after plan adoption;

WHEREAS, green building techniques are recognized as best practices for operating efficiently and realizing high performance from public facilities; now therefore

BE IT RESOLVED that the Metro Council hereby accepts Metro's Green Building Policy for Metro Facilities and Operations (see exhibit A) and authorizes the Metro Chief Operating Officer to implement the policy, including any updates to the policy that the Chief Operating Officer deems necessary.

ADOPTED by the Metro Council this _____ day of October 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

Exhibit A

Resolution 11-4294

Metro Green Building Policy

(attached)

Contents

Purpose and goals.....	Section 1
Approach.....	Section 2
Standards for New Construction and Major Renovations	Section 3
Standards for Operations and Maintenance of Existing Buildings	Section 4
Phases of implementation	Section 5
Roles and responsibilities	Section 6
Funding methods and tools	Section 7
Reporting requirements.....	Section 8
Definitions and terms.....	Section 9
Appendices.....	Section 10
Appendix 1: Sample evaluation tool for prioritization of Metro’s existing buildings to pursue the LEED for Existing Buildings Operations and Maintenance standard	
Appendix 2: Sample RFP evaluation criteria for social equity in contracts	
Appendix 3: Square footage of Metro buildings	
Appendix 4: Metro sustainability goals for internal operations, indicators of progress, and interim targets from Metro Sustainability Plan, 2010	
Appendix 5: Sample reporting templates for new construction, major renovation and operations and maintenance projects	
Appendix 6: Ecoroof Practicality Check Sheet, City of Portland	

Section 1. Purpose and goals

- 1.1. The purpose of the Metro Green Building Policy is to set standards for construction, operations and maintenance of Metro buildings and developed properties that support achievement of Metro's five Sustainability goals.
- 1.2. This policy applies to all buildings owned and/or operated by Metro, including visitor venues.
 - 1.2.1. Buildings are defined as "enclosed structures that are regularly occupied by people and contain conditioned space (heated or cooled)."
 - 1.2.2. Solid waste transfer stations are included in the policy, though they do not contain conditioned space. Opportunities for applying green building methods or standards for solid waste transfer station construction or renovation projects shall be evaluated on a project-by-project basis.
 - 1.2.3. Residential buildings (houses) located on Metro natural area properties are specifically excluded from this policy.
 - 1.2.4. Exceptions to this policy shall be considered by the Metro Chief Operating Officer (COO) with written input from the Sustainability Steering Committee, Sustainability Program and department directors.
- 1.3. The Metro Council adopted the Sustainability Plan for Internal and Business Operations (Plan) through Resolution 10-4198 in October 2010.¹ Sustainability Management Action 4.2 of the Sustainability Plan directs Metro to adopt an agency-wide green building policy to set standards for new construction and operations of existing buildings based on the Leadership in Energy and Environmental Design (LEED) standard.
- 1.4. The Plan also directs Metro to adopt sustainable site retrofit, development and management practices and standards for Metro's developed properties and parks, which will be addressed in a separate policy. Options for sustainable site standards include Salmon Safe certification or the Sustainable Sites Initiative.²
- 1.5. The Plan outlines environmental goals for internal operations, which the Metro Council adopted through Resolution 03-3338 in May 2003.³ This Green Building Policy supports implementation of building construction and maintenance practices that support achievement of the following five goals.
 - a. Reduce direct and indirect greenhouse gas emissions, measured in carbon dioxide equivalent (CO₂e), 80 percent below 2008 levels by 2050.
 - b. Eliminate the use or emissions of persistent bioaccumulative toxics (PBTs) and other priority toxic and hazardous substances by 2025.

¹ Metro Council Resolution 03-3338, "For the Purpose of Directing the Metro Chief Operating Officer to Establish a Sustainable Business Model for Metro Departments and Facilities and Undertake Related Duties," 2003. <http://rim.oregonmetro.gov/webdrawer/rec/20828/>.

² Salmon Safe is an independent 501(c)3 nonprofit focused on transformation of land management practices so Pacific salmon can thrive in West Coast watersheds. The Sustainable Sites Initiative™ (SITES™) is an interdisciplinary effort by the American Society of Landscape Architects, the Lady Bird Johnson Wildflower Center at The University of Texas at Austin and the United States Botanic Garden to create voluntary national guidelines and performance benchmarks for sustainable land design, construction and maintenance practices.

- c. Recover all waste for recycling or composting, and reduce overall generation of waste by 2025.
- d. Reduce water use 50 percent below 2008 levels by 2025.
- e. Metro's parks, trails and developed properties will positively contribute to healthy, functioning urban ecosystems and watershed health. Metro's natural areas are healthy, functioning ecosystems.

Section 2. Approach

- 2.1. The buildings in the Metro portfolio are highly varied and distinct from each other. Metro's buildings range from large-scale venues (Portland Center for the Performing Arts theaters, Convention Center, Expo Center) to a campus of many buildings and exhibits (Oregon Zoo) to solid waste processing buildings (Metro Central and South transfer stations) to office buildings (Metro Regional Center) to park buildings (Blue Lake Park, Oxbow Park).
- 2.2. This policy includes different standards for different building sizes and types in order to support the various needs and unique operations of these buildings as well as Metro's environmental sustainability goals.

Section 3. Green building standards for new construction and major renovations

- 3.1. The following green building standards shall apply to newly-constructed Metro buildings as well as all major renovations to buildings Metro owns and operates.
- 3.2. Newly constructed buildings and major renovations of buildings over 70,000 square feet shall be built to the LEED Rating System for New Construction and Major Renovations (LEED-NC) certification at the Gold level or higher and certified by the Green Building Certification Institute. The most recent version of the LEED standard will be followed.
 - 3.2.1. In meeting this standard, the following LEED-NC credits are required to be incorporated into each project. Metro selected the following credits due to their alignment with Metro's environmental sustainability goals for internal operations.
 - a. Energy & Atmosphere credit 1, Optimize Energy Performance: Achieve at least 30% savings for New Construction; 26% for Major Renovation compared with the baseline building performance rating for that building type
 - b. Water Efficiency credit 1, Water efficient Landscaping: Reduce by 50%
 - c. Water Efficiency credit 3, Water Use Reduction: Achieve at least 30% savings
 - d. Materials and Resources credit 2: Divert a minimum of 85% of all construction and demolition (C&D) waste to recycling and reuse markets (this is 10% more recovery than necessary to achieve two points in the LEED rating system)
 - e. Indoor Environmental Quality credits 4.1 - 4.4, Low Emitting Materials: Adhesives & Sealants, Paints & Coatings, Flooring Systems, and Composite Wood & Agrifiber Products
 - f. Sustainable Sites credit 6.1: Stormwater Design, Quality Control
 - g. Sustainable Sites credit 7.2: Heat Island Effect – Roof
 - h. Sustainable Sites credit 8: Light Pollution Reduction
 - 3.2.2. The following credits (which closely align with Metro's sustainability goals) are preferred, but not required, for LEED-NC projects as applicable to each project and site. These credits align with Metro's environmental sustainability goals for internal operations.

- a. Energy & Atmosphere credit 3: Enhanced Commissioning
- b. Energy & Atmosphere credit 4: Enhanced Refrigerant Management
- c. Water Efficiency credit 3: Water Use Reduction
- d. Materials and Resources credit 3: Materials Reuse
- e. Materials and Resources credit 4: Recycled Content Materials
- f. Materials and Resources credit 5: Regional Materials
- g. Materials and Resources credit 7: Certified Wood
- h. Sustainable Sites credit 5.1: Protect or Restore Habitat
- i. Sustainable Sites credit 6.2: Stormwater Design
- j. Sustainable Sites credit 7.1: Heat Island Effect – Non-Roof

3.3. Newly constructed facilities and major renovations between 5,000 and 70,000 square feet shall be built to the Earth Advantage Commercial standard at the Gold level or higher and certified by the Earth Advantage Institute. LEED-NC at the Gold certification level is still an option, but not required. When pursuing Earth Advantage Commercial certification at the gold level, the following measures shall be incorporated into each project. These measures align with Metro’s environmental sustainability goals for internal operations.

- a. Health Option 4: Sustainable Housekeeping
- b. Materials Option 4: Sustainable Timber 35%
- c. Materials Option 7: Organic Waste Collection or Compost Facilities
- d. Land Option 1: Heat Island: Roofs

3.4. Newly constructed buildings and major renovations under 5,000 square feet do not require certification by either of the aforementioned standards. However, the buildings are required to meet performance targets in the five Sustainability goal areas of greenhouse gas emissions (including building energy), waste, toxics, water and habitat.

3.5. Newly constructed buildings and exhibits in the Oregon Zoo Bond construction program shall meet the previously adopted green building target of LEED-NC certification at the Silver level or better for the elephant, primates and polar bear exhibits and the Conservation Discovery Zone education building.

3.5.1. If the Zoo determines that LEED-NC Silver certification is not applicable for any of the projects identified in section 4.8, then the standards in the Metro Green Building Policy would apply instead.

3.6. All new construction and major renovation projects shall meet the following additional requirements:

3.6.1. Project planning: All new construction and major renovation projects shall incorporate resources needed to comply with the requirements of this policy in the project budget, starting with the initial design phase. Resources shall include staff time necessary to complete documentation requirements for the green building standard applicable to the building. Integrated design practices should be utilized early in the design process.

3.6.2. Solar: New buildings that meet the criteria outlined by the State of Oregon in the “1.5% for Solar Energy in Public Building Construction Contracts” rule are required “to spend an amount equal to at least 1.5 percent of the total contract price of a public improvement

contract for the construction or major renovation of a public building for the inclusion of appropriate solar energy technology in the building.”⁴

- 3.6.3. **Roofs:** The following requirements intend to minimize the urban heat island effect, enhance urban habitats for wildlife, and reduce stormwater runoff. New buildings shall be designed and constructed to include an ecoroof with at least 70% coverage of the total roof area and solar reflectance index,⁵ Energy Star-rated roof material on any remaining non-ecoroof surface area OR Energy Star-rated roof material when an integrated ecoroof/Energy Star-rated roof is deemed impractical by an engineering analysis of major renovation projects. If an Ecoroof is deemed unfeasible from an engineering and design perspective, project managers shall propose an alternative method of treating stormwater runoff from the roof surface (e.g. Bioswale).

The total roof area excludes skylights, equipment, solar energy panels and appurtenances.

Section 4. Standards for Operations and Maintenance of Existing Buildings

- 4.1. Metro facility operations managers shall assess existing buildings over 50,000 square feet for eligibility to apply for the LEED Rating System for Existing Buildings: Operations & Maintenance (LEED-EB+OM) certification at the Silver level or higher. LEED-EB+OM certification at the Silver level or higher is required if a building meets eligibility criteria and other prioritization criteria selected by Metro. The most recent version of the LEED standard for existing buildings shall be followed.
- 4.1.1. Metro facility operations managers shall complete assessment of buildings for LEED-EB+OM certification eligibility within two years of policy adoption. A sample assessment tool is provided in Appendix 1. Buildings that are determined to be good candidates for LEED-EB+OM certification shall be ranked in order of priority and certification pursued starting with the highest priority building or buildings first. Buildings selected by Metro as eligible and prioritized for the LEED-EB+OM standard shall be certified by the Green Building Certification Institute.
- 4.1.2. Facility operations managers shall complete this analysis with support from a credentialed LEED Accredited Professional (AP) in the Operations + Maintenance standard.
- 4.2. **Operational requirements:** All Metro buildings, regardless of their eligibility for LEED-EB+M certification, shall develop programs that meet the following sustainable operations measures.
- 4.2.1. **Recycling:** All Metro buildings shall meet the following Business Recycling Requirements.⁶
- Separate paper, cardboard and containers (aluminum cans, plastic bottles and glass) for recycling.
 - Ensure there are containers for collection of these recyclables.
 - Post signs at collection areas, indicating which materials should be recycled.

⁴ Oregon Administrative Rules (OAR) 330-135-0010 to 330-135-0055, “1.5 Percent for Solar Energy in Public Building Construction Contracts.” www.oregon.gov/ENERGY/CONS/docs/Solar_Public_Buildings_Final.pdf?ga=t

⁵ Solar Reflective Index standards consistent with the LEED-New Construction standard, Sustainable Sites credit 7.2: Low-sloped (< or equal 2:12): minimum SRI = 78; Steep-sloped (> 2:12), min SRI = 29 as of this writing.

⁶ Metro requires all local governments in the region to adopt Business Recycling Requirements. <http://www.oregonmetro.gov/index.cfm/go/by.web/id=26294>

- 4.2.2. Compost: All Metro buildings shall separate food waste and compostable, non-recyclable paper where hauling services for these source-separated materials are available.
- 4.2.3. Roofs: The following requirements intend to minimize the urban heat island effect, enhance urban habitats for wildlife and reduce stormwater runoff. An ecoroof feasibility engineering analysis shall be completed for all roofing projects that require a tear-off or full roof replacement. If the analysis shows that an ecoroof is feasible, the new roof shall include an ecoroof with at least 70% coverage and high solar reflectance index, Energy Star-rated roof material on any remaining non-ecoroof surface area. If the analysis shows that an ecoroof is not feasible, the new roof shall be a high solar reflectance, Energy Star-rated roofing material wherever this material is feasible for the roofing type. Project managers overseeing ecoroof projects shall apply for Ecoroof funding assistance from the city of Portland Ecoroof Incentive Program whenever available. www.portlandonline.com/bes/index.cfm?c=48724. If an ecoroof is deemed unfeasible from an engineering and design perspective, project managers shall propose an alternative method of treating stormwater runoff from the roof surface (e.g. bioswale).
- 4.2.4. All linear fluorescent lamps shall meet the standard set in the European Union Restriction on Hazardous Substances (RoHS) Directive for mercury levels in lamps.
- 4.2.5. All new electronic equipment purchased shall be Energy Star certified,⁷ where certified products are available.
- 4.2.6. All water fixtures purchased shall be EPA Water Sense certified,⁸ where certified products are available.
- 4.2.7. All Metro buildings larger than 5,000 square feet shall have an Energy Efficiency Action Plan in place, which shall include, but not be limited to, the following measures:
- a. For buildings larger than 10,000 square feet, complete a comprehensive energy audit of the building using the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Level II standard for Energy Survey and Engineering Analysis. Funding for energy audits shall be built into the budgets for the building. If the Energy Trust of Oregon (ETO) provides funding for energy audits, the ETO audit process is acceptable. Energy audits should be completed every five to ten years.
 - b. Complete energy performance benchmarking using Energy Star Portfolio Manager where applicable to the building type.⁹ If comparable energy performance benchmarks are not available for the building type, the methodology available in the LEED-EB O+M v2009 rating system may be used.¹⁰

⁷ The U.S. EPA certification program for energy efficient equipment and appliances is **Energy Star**. Find certified products at http://www.energystar.gov/index.cfm?fuseaction=find_a_product.

⁸ The U.S. EPA certification program for water efficient fixtures is **Water Sense**. Find certified products at <http://www.epa.gov/WaterSense/>.

⁹ Energy Star Portfolio Manager provides a national energy performance rating system, available for office buildings, K-12 schools, grocery stores, hotels and hospitals. www.energystar.gov/index.cfm?c=assess_performance.benchmark.

¹⁰ The LEED O+M 2009 rating system also offers a methodology for energy performance benchmarking that can be used for venues. LEED EB+OM Energy & Atmosphere Credit 1 (Case 2, Option 2).

- c. Compile a prioritized list of energy efficiency measures (EEM) appropriate to the building. Examples of EEM include upgrades or replacement of lighting, heating, ventilation and cooling (HVAC), insulation, motors or any custom measures unique to the facility as identified during an energy audit.
- d. Integrate the EEM into the building Capital Improvement Project (CIP) and Renewal and Replacement (R&R) project lists.
- e. Track utility usage through Metro's Utility Manager database.
- f. Manage plug load through best practices for energy conservation; include turning off all non-essential lights, computers and monitors during non-business hours and reducing phantom or standby power usage.

4.3. Sustainability criteria for systems upgrades

- 4.3.1. Systems upgrades in Metro buildings shall require selection of most efficient options available and applicable for that system.
- 4.3.2. Replacement or upgrade of lighting, HVAC equipment and domestic hot water equipment shall, at a minimum, require installation of energy efficient options for which financial incentives are available from the ETO Existing Buildings Standard Incentives 11 or other energy efficiency incentive resources. Project managers shall apply for any incentives available from ETO for energy efficient equipment. If options are available that conserve more energy than those that are incented by ETO, those may be selected.
- 4.3.3. Total cost of ownership shall be used in the decision-making criteria for selection of retrofit or replacement projects for funding, rather than simple comparison of the initial first costs.

4.4. Sustainability criteria for campus-wide upgrades

- 4.4.1. When multi-building redesign projects occur at a campus scale (not just a single building), such as at the Oregon Zoo or Expo Center, sustainable operations will be integrated into the design process consistent with the Metro sustainability goals outlined in Section 1.5 of this policy.

4.5. Social equity in green building project contracts

- 4.5.1. Sheltered market: Consistent with Metro procurement policies and programs for departments to which the policies apply, all construction opportunities under \$50,000 are solicited from and bid among only qualified Minority, Women and Emerging Small Business (MWESB) contractors. This requirement applies to energy efficiency retrofits and other sustainability-related building upgrades. See Metro Code section 2.04.115(h).
- 4.5.2. RFP/RFB evaluation: All projects that fall within the scope of this Green Building Policy are required to include social equity as an evaluation criterion in the Request for Proposals (RFPs) or Request for Bids (RFBs). Metro's Procurement Services division shall provide project managers with suggested evaluation criteria.

¹¹The Energy Trust of Oregon's current listing of Existing Buildings Standard Incentives is available online at <http://energytrust.org/business/incentives/commercial-buildings/equipment-upgrades/>.

Section 5. Phases of implementation

- 5.1. This policy shall be implemented in the timeframes noted in this section, and by the groups of people identified in Section 7, Roles and Responsibilities.
- 5.2. Phase 1: Building evaluation and benchmarking (2012-2013)
 - 5.2.1. Standards for new construction and major renovations are effective starting with the approval of this policy.
 - 5.2.2. Conduct assessments of building performance and identify areas for improvement in Metro's environmental sustainability goal areas of energy usage, water consumption, waste generation and recycling, toxics usage, habitat-friendly development practices and stormwater impact.
 - 5.2.2.1. Conduct energy audits and create energy efficiency action plans as described in Section 4.2.7.
 - 5.2.3. Conduct assessments of existing buildings over 50,000 square feet for eligibility and applicability of LEED-EB+OM certification at the Silver level or higher as outlined in Section 4.1 of this policy. Metro's Sustainability Steering Committee will prioritize eligible buildings for the purposes of seeking certification and present to the COO for approval.
 - 5.2.4. Develop and adopt operational policies and procedures that support the Green Building Policy, including but not limited to green cleaning policy, integrated pest management (IPM) policy and solid waste management policy.
 - 5.2.5. Revise and update capital project and renewal and replacement funding processes to be consistent with the Green Building Policy.
 - 5.2.6. Evaluate list of existing capital and renewal and replacement projects for the following ten years and identify opportunities to integrate sustainability into these projects.
 - 5.2.7. Develop and adopt appropriate sustainable site management standards for Metro's developed properties. Examples of sustainable site management standards include Salmon Safe and the Sustainable Sites initiative.
 - 5.2.8. Prioritize and categorize green building projects for Phase 2, Implementation.
- 5.3. Phase 2: Implementation (Starts January 2014)
 - 5.3.1. Begin implementation of LEED-EB+OM certification for priority eligible buildings that Metro has prioritized during Phase 1, as described in Section 4.1.
 - 5.3.2. Implement strategies to improve environmental performance of existing buildings in environmental sustainability goal areas.
 - 5.3.3. Annually evaluate practices at all buildings and identify areas for continuous improvement in sustainable operations. Describe accomplishments and plan for continuous improvement in annual green building progress report, as described in Section 8.

Section 6. Roles and Responsibilities

6.1. Directors

- 6.1.1. Department and facility directors will integrate green building projects that support the requirements of this policy into their annual budget proposals.

6.2. Building operations managers

- 6.2.1. Conduct assessments of building performance and energy efficiency action plans, as described in Section 4.2.7.
- 6.2.2. Implement all standards for operations and maintenance of existing buildings outlined in Section 4.
- 6.2.3. Complete LEED-EB+OM eligibility assessments for buildings over 50,000 square feet, as described in Section 4.1.
- 6.2.4. Ensure training for operations staff and project managers in green building operations and maintenance.

6.3. Property and Project Management Office (PPMO)

- 6.3.1. Integrate green building criteria from this policy into the PPMO manual.
- 6.3.2. Provide training for project managers on green building standards required by this policy, as well as training on the implementation of this policy.
- 6.3.3. Hold project managers accountable for implementation of the Green Building Policy.

6.4. Project managers

- 6.4.1. Integrate Green Building Policy requirements into all new construction, major renovations and minor building retrofit projects where required.
- 6.4.2. For new construction and major renovation projects, submit the following:
 - 6.4.2.1. Projects working toward LEED-NC Gold certification: submit LEED checklist and review comments from the Green Building Certification Institute at project completion indicating that the project has achieved the credits. Also suggest that Metro require a LEED scorecard of “expected” LEED credits by 50% design development phase to ensure design is on track, and reserve the right to follow up with teams and require narrative descriptions of strategies and project documents on a project-by-project basis as needed.
- 6.4.3. Incorporate green building requirements appropriate for the building size and type in the project budget starting with the initial design phase as described in Section 3.
- 6.4.4. Attend green building training.

6.5. Sustainability Steering Committee

- 6.5.1. The primary function of the Sustainability Steering Committee is to oversee implementation of the Metro Sustainability Plan for internal operations. Departments and facilities represented on the committee are: Oregon Convention Center and Expo; PCPA; Oregon Zoo; Parks & Environmental Services parks and solid waste facilities.
- 6.5.2. Evaluate and prioritize Metro buildings eligible for potential LEED-EB+OM certification and recommend buildings for certification to the COO.
- 6.5.3. Contribute to annual report on progress toward implementation of this policy.

6.6. Finance

- 6.6.1. Revise and update all funding processes to be consistent with the Green Building Policy as described in Section 7.

6.7. Procurement services

- 6.7.1. Align procurement policies and procedures to support Green Building Policy requirements.

6.8. Sustainability program

- 6.8.1. Develop and adopt operational policies and procedures that support the Green Building Policy as needed.
- 6.8.2. Report on progress toward implementing the Green Building Policy in the annual Sustainability Report to Metro COO and Council, as described in Section 8.

Section 7. Funding methods and tools

- 7.1. Funding methods: Identify funding needs for increasing sustainability of projects in Metro's Capital Improvement Program and Renewal and Replacement Program scheduled for the next five years (FY 2011-12 to FY 2016-17). Develop budgetary, funding and accounting methods for achieving sustainable outcomes consistent with this policy and with adopted sustainability goals listed in Appendix 4 of this policy. Deliver funding options to the COO in March 2012 for adoption.
- 7.2. Return on investment (ROI): Projects which result in a measurable reduction in electricity, natural gas or water consumption by increasing efficiency, and that will result in an avoided cost for ongoing operations, have a positive ROI to Metro. Energy efficiency projects which have a ROI of ten years or less shall be prioritized for funding from Metro's various funding sources even if there is an up-front capital investment required.
 - 7.2.1. ROI for energy efficiency projects is typically estimated by the Energy Trust of Oregon or its partner service providers.
 - 7.2.2. Accounting for ROI from energy efficiency projects will be determined by budgetary, funding and accounting methods identified in Section 7.1.
- 7.3. Energy Trust of Oregon incentives: When incentive funds are available from the Energy Trust of Oregon for energy efficiency projects, project managers shall apply these to their projects.

- 7.4. Total cost of ownership: Building maintenance projects shall use a total cost of ownership model to determine the best value for Metro over the expected life of the equipment, consistent with Metro's Sustainable Procurement Policy.
- 7.5. Fund applicability and department directors: Implementation of this policy shall be consistent with the administration process appropriate for each fund, including the General Fund, Solid Waste Fund, and Metro Exposition and Recreation Commission Fund.
- 7.6. Department and facility directors shall have the authority to integrate green building methods that support this policy into their proposed annual budgets.

Section 8. Reporting requirements

- 8.1. At the end of each new construction or major renovation project, the project manager is responsible for submitting the following information to the Sustainability Program: (1) amount of construction and demolition waste diverted from each project and reused on the job site (total tons, percent diverted, and list of primary materials diverted); (2) a summary of all LEED credits or Earth Advantage Commercial measures that were incorporated in the project, (3) a copy of certification document for either LEED or Earth Advantage Commercial when available, and (4) any MWESB-certified contractors used for the project.
- 8.2. At the end of each fiscal year, operations managers are responsible for submitting a summary of sustainable building operations and maintenance projects completed in the previous fiscal year including capital improvement projects as well as renewal and replacement projects that implement this policy. These summaries shall include: (1) a one to two-paragraph summary of the project; (2) which of the Metro Sustainability goals the project addresses; (3) any anticipated resource or financial savings expected from the project; (4) any MWESB-certified contractors used for the project.
- 8.3. Progress on implementation of the Green Building Policy shall be included in the Sustainability Plan annual report prepared by the Metro Sustainability Program and presented to the Metro Council.
- 8.4. Environmental sustainability performance of Metro buildings in the five goal areas of carbon emissions, toxics, waste, water and habitat/stormwater shall be reported in absolute terms (e.g., total gallons or cubic feet of water consumed from a building in a given year) and in normalized terms (e.g. gallons consumed per visitor per year, per full-time equivalent worker per year, per square foot area per year, depending on building type).

Section 9. Definitions and terms

For the purposes of this policy, the following terms and definitions apply:

- 9.1. **Appurtenance**: As defined by the U.S. Green Building Council, "an appurtenance is any built-in, nonstructural portion of a roof system, such as skylights, ventilators, mechanical equipment, partitions and solar energy panels."
- 9.2. **Earth Advantage Commercial**: A green building certification standard and rating system for or the design, construction and operation of high performance small commercial buildings developed and maintained by the Earth Advantage Institute.

- 9.3. **Ecoroof:** An Ecoroof consists of a layer of vegetation over a growing medium on top of a synthetic, waterproof membrane. According to the City of Portland Ecoroof program, an Ecoroof significantly decreases stormwater runoff, saves energy, reduces pollution and erosion and helps preserve fish habitat.
- 9.4. **Energy Trust of Oregon (ETO):** An independent nonprofit organization dedicated to helping utility customers benefit from saving energy and generating renewable energy. Cash incentives, information and services help customers of Portland General Electric, Pacific Power, NW Natural and Cascade Natural Gas manage energy costs, increase comfort at home, improve productivity in the workplace and protect the environment.
- 9.5. **Bioswale:** Landscape elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides and often filled with vegetation.
- 9.6. **Building:** An enclosed structure that is regularly occupied by people and contains conditioned space (heated or cooled).
- 9.7. **FSC certified:** Forest Stewardship Council certification is an independent standard for sustainable management of forests and forest products, developed and maintained by the Forest Stewardship Council.
- 9.8. **Green Building Certification Institute (GBCI):** A third-party organization that provides independent oversight of professional credentialing and project certification programs related to green building. GBCI administers certifications and professional designations within the framework of the U.S. Green Building Council's LEED® Green Building Rating Systems™.
- 9.9. **Integrated design:** Multidisciplinary collaboration, including key stakeholders and design professionals, from conception to completion of a building project, rather than the traditional series of hand-offs from owner to architect, from builder to occupant.
- 9.10. **LEED:** Leadership in Energy and Environmental Design, a green building certification standard and rating system developed and maintained by the U.S. Green Building Council.
- **LEED-NC:** LEED for New Construction and Major Renovations, latest version available
 - **LEED-EB+OM:** LEED for Existing Buildings Operations and Maintenance, latest version available
- 9.11. **Major renovation or retrofit:** The replacement of both lighting and HVAC that serve more than 50% of the total building floor area.¹² Major renovation project scopes involve significant design and construction activities. For the purposes of this policy, Metro uses the Energy Trust of Oregon's most current definition of major renovation.
- 9.12. **RoHS:** The European Union Restriction on Hazardous Substances (RoHS) Directive restricts the use of six hazardous materials in the manufacture of various types of electronic and electrical equipment, including mercury levels in fluorescent lamps.

¹² This definition of "major renovation" is from the Energy Trust of Oregon (ETO). An updated definition is expected in September 2011. This is the threshold used by ETO for major renovations under their "New Buildings Program." <http://energytrust.org/business/new-building/>

- 9.13. **Solar Reflectance Index:** A measure of a material's ability to reject solar heat, as shown by a small temperature rise. It is defined so that a standard black (reflectance 0.05, emittance 0.90) is 0 and a standard white (reflectance 0.80, emittance 0.90) is 100. Materials with the highest SRI values are the coolest choices for roofing.
- 9.14. **IAQ:** Indoor air quality – the nature of air inside the space that affects the health and well-being of building occupants.
- 9.15. **Sustainability:** Metro adopted the State of Oregon's definition of sustainability in 2008, as defined in ORS 184.421(4), as the working definition that shall be used at Metro: "Sustainability' means using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can also meet future needs, from the joint perspective of environmental, economic and community objectives."
- 9.16. **Total Cost of Ownership:** The comprehensive accounting of the total cost of ownership, including the initial costs, energy and operational costs, longevity and efficacy of service, and disposal costs.

APPENDIX 1

Sample evaluation tool for prioritization of Metro's existing buildings to pursue the LEED for Existing Buildings Operations and Maintenance standard

Metro Buildings over 50,000 GSF (not a complete list of Metro buildings)	Metrics								Impact Categories				
	Area (GSF)	Employees (FTE)	Visitors/yr	Operating hours	EUI (kBtu/SF/yr)	Energy Use (MBtu/yr)	Energy Star Score	Water (Gal/yr)	GHG & Energy	Water	Health	Cost	Public Visibility
Category Weight	n/a								X	X	X	X	X
Metro Regional Center	85,000												
Oregon Convention Center	877,000												
Expo Center	399,000												
Hall A-B-C	183,000												
Hall D	90,000												
Hall E	126,000												
PCPA - Hatfield	101,074												
PCPA - Keller	146,555												
PCPA - Schnitzer	77,625												
Metro South Transfer Station	85,515												
Metro Central Transfer Station	179,000												

- Other metrics to include:**
- Do we plan to make additional capitol investments in this building? Y/N
 - Prioritization criteria from Metro Sustainability Plan

Appendix 2

Sample social equity evaluation criteria for requests for proposals

The following evaluation criteria are recommended for use in Requests for Proposals by the Metro Procurement Services department.

Diversity in Employment and Contracting:

- Work Force Diversity – Describe your work force demographics (number of employees, race and gender) and the measurable steps taken to ensure a diverse work force, including company policies and practices that promote the hiring and retention of women and ethnic minorities.
- Diversity in Contracting – Describe your history of working with diverse firms, including any MWESB-certified firms. Describe a project for which you worked with minorities, women or emerging small businesses. Please provide the project name, method used to achieve participation – for example, joint ventures, subcontracts or purchase of equipment or supplies from a certified firm – and the dollar amount or percentage of the project budget expended on such participation.
- Diversity of Firm – Describe the ownership of your firm and whether or not your firm is certified by the State of Oregon as an MBE, WBE or ESB. Provide certification number, if applicable.

Appendix 3

Square footage of Metro buildings

NOTE: Numbers next to facility names refer to square footage.

Building size	Large facilities (over 70,000 square ft)	Medium-size facilities (5,000-70,000 square feet)	Small (under 5,000 square feet) and very unique facilities
Sample of Metro buildings by size	Metro South transfer station (85,515)	Some Zoo buildings	Some Zoo exhibits
	Metro Central transfer station (178,790)	MetroPaint facility-leased (22,500)	Metro South and Central hazardous waste facility (about 3,500 each)
	Metro Regional Center (111,900)	Glendoveer golf course	St. Johns Landfill admin facility (3,800)
	OCC (876,651)	Ringside restaurant (9,775)	Blue Lake House (event rental) (1,400)
	Expo	Tennis center (24,600)	
	Hall A-B-C (182,824)	Driving range building (35,200)	
	Hall D (89,707)		
	Hall E (126,116)		
	PCPA		
	Hatfield (101,074)		
	Keller (146,555)		
	Schnitzer (77,625)		

Appendix 4

Metro sustainability goals for internal operations

From Metro Sustainability Plan, adopted 2010

GHGs: Reduce greenhouse gas emissions 80 percent below 2008 levels by 2050.

Indicators: Greenhouse gas emission sources for Scopes I, II and III

	SCOPES 1, 2 and 3 EMISSIONS (excluding Supply Chain)	SCOPE 3 SUPPLY CHAIN EMISSIONS
	Reduction targets (quantitative)	Process targets (qualitative)
3 Years (2013)	Arrest GHG emissions	Develop a process to quantify Scope 3 emissions reductions and establish quantitative targets.
5 Years (2015)	15 percent reduction	Advance efforts to reduce Scope 3 emissions based on current best practices and available tools and data.
10 Years (2020)	25 percent reduction	
15 Years (2025)	40 percent reduction	
40 Years (2050)	80 percent reduction	

Toxics: Eliminate the use or emissions of PBT's and other priority toxic and hazardous substances by 2025.

Indicator: Percentage of chemical products used at Metro facilities that have ingredients with a "3" rating in MSDS inventory for health, environmental or physical hazard

	Reduction targets (quantitative)	Process targets (qualitative)
3 Years (2013)	20 percent reduction in chemical products in use at Metro with a "3" rating in one or more hazard categories (health, environment or physical hazard) ¹³	Complete inventory with current ingredient information obtained for all chemical products in use, including quantity used. Include products used by contractors on Metro property. Develop process to quantify use of less-toxic preferable products and establish interim targets.
5 Years (2015)	45 percent reduction in the percentage of chemical products used at Metro facilities that have ingredients with a "3" rating in <i>at least one</i> category. Products with a "3" rating in <i>all 3</i> hazard categories are no longer in use	Advance efforts to reduce toxic emissions from durable goods and indirect emissions, and establish quantitative interim targets for reducing these emissions. Increase procurement of less-toxic preferable products.
10 Years (2020)	No chemical products used at Metro facilities have ingredients with a "3" rating, including those used by contractors.	
15 Years (2025)	All chemical products used at Metro facilities are designated preferable products, or earn a "1" rating in all 3 hazard categories.	

¹³ Product hazard evaluation criteria were established to rate the potential health, environmental and physical hazard risks of chemical products in the inventory. See toxics baseline section and appendix of Sustainability Plan for methodology.

Waste: Recover all waste for recycling or composting, and reduce overall generation of waste by 2025.

Indicators: Waste generated by weight (garbage plus recycling) and percent recovered for recycling or compost (recycling rate)

	Reduction targets (quantitative)	Process targets (qualitative)
3 Years (2013)	Metro facilities recover 50 percent of waste for recycling or compost (Metro-wide facility average).	Establish monthly waste and recycling reporting for all Metro locations.
5 Years (2015)	Metro facilities recover 75 percent of waste for recycling or compost. Increase recycling at parks to 25 percent recovery. Reduce waste generated 10 percent from baseline.	Develop long-term waste generation targets.
10 Years (2020)	Metro facilities recover 90 percent of waste for recycling or compost.	Advance efforts to reduce overall waste generation.
15 Years (2025)	Metro facilities divert 100 percent of waste for recycling, compost or other sustainable waste treatment method (i.e. anaerobic digestion).	

Water: Use 50 percent less water from 2008 levels by 2025.

Indicator: Gallons of water consumed from water utilities and on-site sources

	Reduction targets (quantitative)	Process targets (qualitative)
3 Years (2013)	15 percent decrease in water consumption	Establish water tracking and reporting system. Include all submeters.
5 Years (2015)	30 percent decrease	
10 Years (2020)	40 percent decrease	
15 Years (2025)	50 percent decrease	

Habitat: Metro's parks, trails and developed properties positively contribute to healthy, functioning urban ecosystems and watershed health.

Indicators: Percentage effective impervious area (EIA) and number of habitat-friendly practices used on developed properties

Reduction targets (quantitative)		Process targets (qualitative)
3 Years (2013)	Arrest and begin to reduce effective total impervious area (EIA) on developed properties.	Identify habitat and stormwater improvement opportunities on Metro developed properties through site assessments. Set numerical targets for effective impervious area (EIA) and increasing use of habitat-friendly development practices.
5 Years (2015)	Advance efforts to reduce EIA and increase use of habitat-friendly development practices on Metro’s developed properties, quantitative targets to be developed based on site assessments.	
10 Years (2020)		
15 Years (2025)		

Appendix 5

Reporting template for new construction, major renovation and operations and maintenance projects that support the Green Building Policy

New construction and major renovation projects

At the end of each new construction or major renovation project, the project manager is responsible for submitting the following information to the Sustainability Program:

- (1) Report the amount of construction and demolition (C&D) waste diverted from each project and reused on the job site (total tons, percent diverted, and list of primary materials diverted).
- (2) Provide a summary of all LEED credits or Earth Advantage Commercial measures that were incorporated in the project.
- (3) Provide a copy of certification document for either LEED or Earth Advantage Commercial when available.
- (4) Please list the names of MWESB-certified firms used for the project, and what percentage of the total project cost went to MWESB-certified firms.

Operations and maintenance projects

At the end of each fiscal year, operations managers are responsible for submitting a summary of sustainable building operations and maintenance projects completed in the previous fiscal year, including capital improvement projects and renewal and replacement projects that implement this policy.

- (1) Provide a one to two-paragraph summary of the project.
- (2) Note which of the Metro sustainability goals the project addresses and how. (See goals reprinted in the appendix of this policy.)
- (3) Are there any anticipated resource or financial savings expected from the project? If so, please summarize.
- (4) Please list the names of MWESB-certified firms used for the project, and what percentage of the total project cost went to MWESB-certified firms.

Appendix 6

Ecoroof Practicality Check Sheet, City of Portland

See document that follows. Original document is from the “City of Portland Green Building Implementation Guide 2010,” Portland Bureau of Planning and Sustainability.

<http://www.portlandonline.com/bps/index.cfm?a=304948&c=50449>

Green Building Policy Ecoroof Practicality Check Sheet

Project manager: _____

I have read and understand the ecoroof Green Building Policy:

Project Manager Signature: _____ Date: _____

Facility type (e.g. pump station, park shelter, garage, office, community center, house):

Project address or location: _____

1. Structural Capacity

For existing construction

- What is the weight-bearing capacity of the facility? _____ lbs/sf
- If the building cannot hold an ecoroof, what upgrades are needed? _____

- What is the cost of the upgrades? \$ _____

For new construction

- Is your facility designed to hold the weight of an ecoroof? (check ☒ one) ☐ Yes ☐ No

2. Costs and Benefits

For New and Existing Construction

- What is the cost of the “green” portion of the ecoroof (drainage layer, root barrier, growing media, vegetation, and irrigation)? \$ _____
- Are you considering an alternative roofing material (e.g. high reflectance Energy-Star rated roofing material, glass, tile)?

- What is the cost of the alternative roofing material? \$ _____ /sf

- Table 1 in the 2008 *Cost Benefit Evaluation of Ecoroofs* provides a list of benefits (see Resources section). If an ecoroof is not used, how will these benefits be provided? _____

3. Maintenance

For New and Existing Construction

- Is there a maintenance plan for the ecoroof? (check ☒ one) ☐ Yes ☐ No
- If using high reflectance roofing material, is there a maintenance plan for this portion of the roof? ☐ Yes ☐ No

- Who will maintain the roof? (check ☒ all that apply)

☐ City staff ☐ Private company ☐ Other _____

- What is the estimated cost to maintain the ecoroof? \$ _____ per year

- What is the estimated cost to maintain alternative roofing material? \$ _____ per year

- How will maintenance be funded? (check ✓ all that apply)

☐ Operating dollars ☐ Other _____

- How does the cost of maintaining an ecoroof compare with your selected alternative material (e.g. high reflectance roofing, glass, tile?) (check ✓ one)

☐ More ☐ Less ☐ Same

4. Design

For New and Existing Construction

- Does the facility have formal historic designation? ☐ Yes ☐ No
- Do changes to the facility's roof require approval from the Landmarks Commission and/or design review?
☐ Yes ☐ No

• What is the zoning for the site ? _____

- Does the zoning affect the type of roof that can be used? ☐ Yes ☐ No
If yes, describe the zoning restriction(s) _____

- Is there community input that needs to be considered? ☐ Yes ☐ No
If yes, describe community concerns or wishes _____

5. Technical Assistance

For New and Existing Construction

- Who have you contacted for information and technical assistance about ecoroofs? _____
- Have all your questions been answered? ☐ Yes ☐ No
- Have you consulted with BES staff or resources on ecoroofs? ☐ Yes ☐ No

6. Final decision

- Will you use an Ecoroof? ☐ Yes ____% of roof covered ☐ No
If no, explain why: _____

- Will you use a high reflectance roofing material? ☐ Yes ____% of roof covered ☐ No
If no, explain why: _____

- If using another roofing material, what is it? _____
Why: _____

**If you do not specify an ecoroof or Energy-Star roof, submit this form
to your bureau director and Commissioner in Charge.**

Bureau Director Signature: _____ Date: _____

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4294, FOR THE PURPOSE OF ACCEPTING A GREEN BUILDING POLICY FOR METRO FACILITIES AND OPERATIONS AND AUTHORIZING THE CHIEF OPERATING OFFICER TO IMPLEMENT THE POLICY

Date: October 3, 2011

Prepared by: Molly Chidsey
503-797-1690

BACKGROUND

In 2010 Metro Council adopted Resolution No. 10-4198 which adopted the Metro Sustainability Plan for internal and business operations. This plan identifies and guides the practices and projects needed to improve the sustainability of Metro's operations and address the five environmental sustainability goal areas of greenhouse gas emissions, toxics, waste, water and habitat.

One of the high-priority actions identified in the plan was Sustainability Management action 4.2, "Adopt a Metro-wide green building policy to set standards based in the LEED standard for new construction and operations of existing buildings. Include sustainable site management standards for Metro's developed parks and green spaces." The proposed Green Building Policy addresses the first portion of this action. The scope of the proposed policy is for new construction, major renovation and operations and maintenance of existing facilities owned and operated by Metro.

Metro's building portfolio is varied and unique. The operations include large public event venues, theaters, the zoo, solid waste facilities, park facilities and one office building. Because of this diverse portfolio, this policy was designed with flexibility in terms of building size and building type.

The policy will clarify expectations for how new buildings are built or renovated, and have the added benefit of integrating green building standards very early into the design process so as to have the least cost impact.

ANALYSIS/INFORMATION

1. Known Opposition

None.

2. Legal Antecedents

Metro Council Resolution 10-4198, "For the Purpose of Adopting Metro's Sustainability Plan and Authorizing the Metro Chief Operating Officer to Implement the Plan.

3. Anticipated Effects

With this resolution, Metro formally adopts the Green Building Policy for buildings owned and operated by Metro. Departments will need to integrate the standards into design specifications for new and renovated buildings, as well as into operations of existing buildings.

4. Budget Impacts

The costs to implement this policy will vary from project to project. In many instances, green building standards can be achieved with little to no additional cost over conventional new building construction. In other cases, there could be an additional up-front investment required. In most cases, integrating green building practices into new buildings and into maintenance of existing buildings can reduce operating costs over time from savings on utilities such as energy and water. Projects will be

evaluated using prioritization criteria established in the Sustainability Plan, which includes but is not limited to return on investment.

RECOMMENDED ACTION

The Chief Operating Officer recommends that the Metro Council accept the Green Building Policy by adopting the attached resolution.



Green Building Policy

Presentation to the Metro Council

October 20, 2011

Molly Chidsey, Metro Sustainability Program



Metro | *Making a great place*

greenMetro

2003 Council resolution

1. Sustainable business model for operations
2. Set goals and measure progress
3. Focus areas need to include GHG emissions, toxics, water, waste and habitat.

A background image of a forest with tall, slender trees and dense green foliage. Sunlight filters through the leaves, creating a dappled light effect. The text is overlaid on this background.

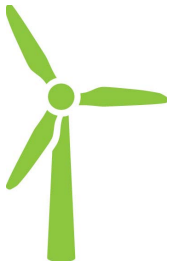
Environment

Economy

Community

Triple bottom line

Metro Sustainability Goals for Internal Business Operations



Reduce Carbon

Reduce GHG emissions
80% below
2008 levels.



Prevent Waste

Recover all
waste and
reduce waste
generation.



Choose nontoxic

Eliminate
priority toxic
and hazardous
substances.



Conserve water

Reduce water
use by 50%
below 2008
levels.



Enhance habitat

Developed
properties
contribute to
urban ecosystems
and watersheds.

Sustainability Plan

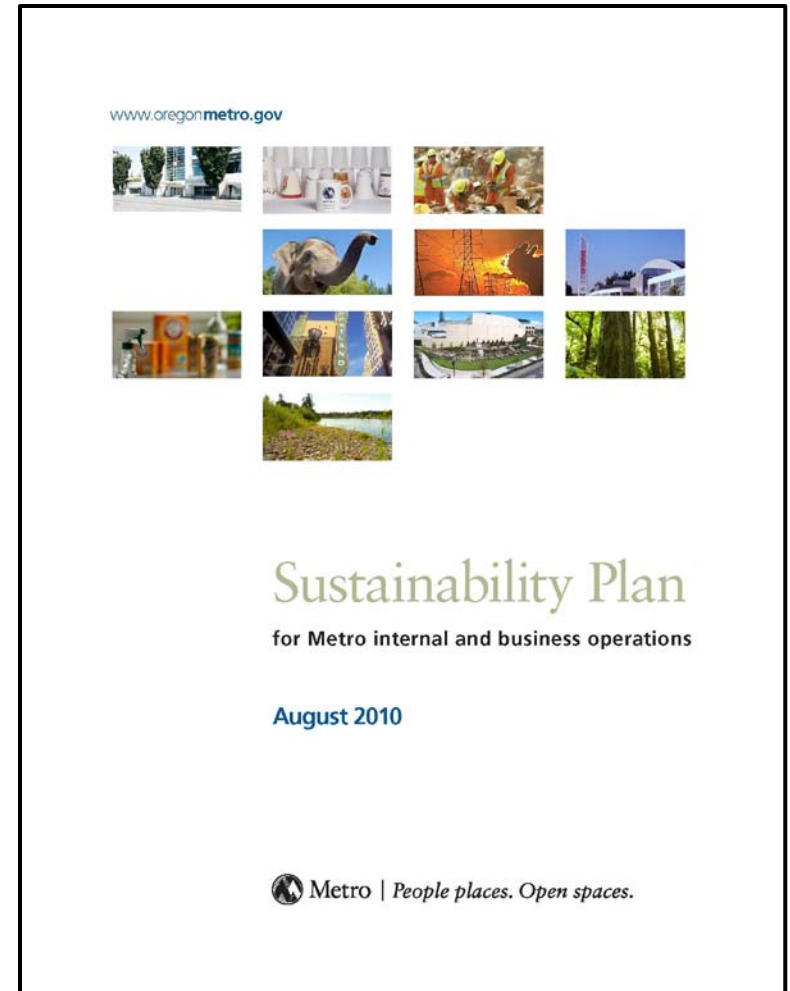
Goals

Progress indicators

Baseline

Strategies and
actions

➤ Green building
policy identified as a
high-priority action



Metro building impacts



WHY BUILDINGS?



In the U.S. alone, buildings
account for:

38% of all CO₂ emissions

40% of raw materials use

30% of waste output

14% of potable water
consumption

Source: U.S. Green Building Council

GREEN BUILDING

LEED-based initiatives in 44 states

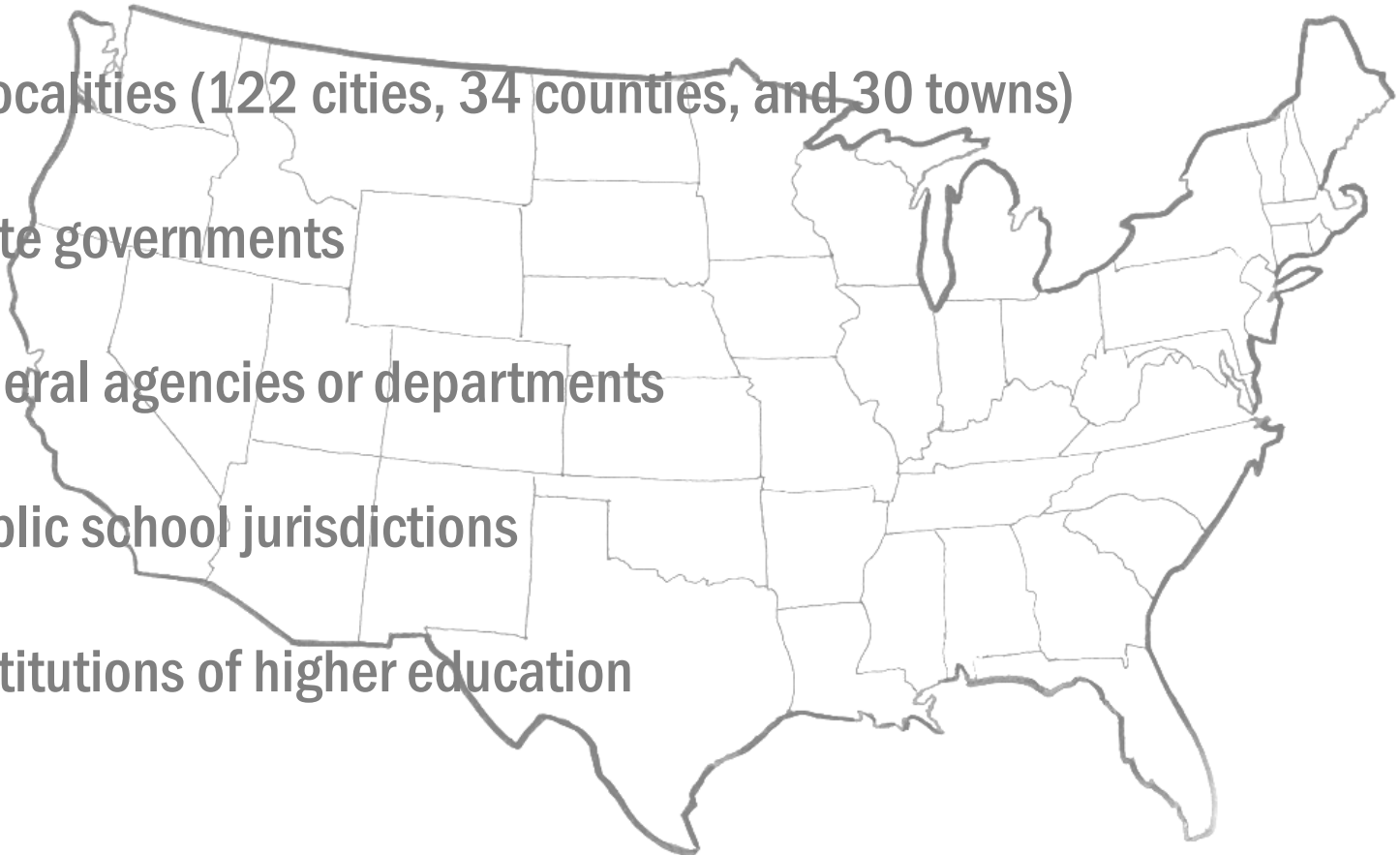
186 localities (122 cities, 34 counties, and 30 towns)

31 state governments

12 federal agencies or departments

15 public school jurisdictions

39 institutions of higher education





Portland.

**LEED-Gold+ policy
for all municipal
buildings**

- **30% energy savings**
- **30% better stormwater**
- **75% construction waste diversion**
- **Roofs – Energy Star or Ecoroof**

**Financial
incentives**



Multnomah County

New Buildings:
LEED Gold
+ with Operational
Costs
Payback < 10
years.
+ 30% energy
efficiency

Existing: LEED EB
Silver for flagship
buildings
(5 by 2015)

Modification to
policy linked to
2030



PDC

Commercial/ Mixed Use:
>70,000 SF
LEED NC Silver

10-70,000 SF
LEED NC Silver or
Earth Advantage Small
Commercial

City Owned:
LEED NC Gold
EcoRoof or
Energy Star Roofing
O & M Guidelines



**2008:
Green Building
Services section
within Building
Codes Division**

**Upgraded energy
codes**

**Approved
standards for
rainwater
harvesting +
wastewater reuse**

**Climate change
legislation**

U.S. GSA

**LEED-Gold
required for new
construction of
Federal Buildings**



Evolving Building Codes

ENERGY CODES

- Oregon Energy Efficiency Specialty Code
- Oregon Reach Code
- International Energy Conservation Code (Draft)

GREEN CODES

- CALGreen
- Oregon: House Joint Resolution 31
- International Green Construction Code(Draft)

Approach

Metro's diverse portfolio of buildings supports a flexible approach.

- Building size
- Building type



Challenges

- Diverse facility portfolio
- Lack of clear direction
- Diverse funding sources
- Decentralized facility management
- Unknown facility performance



Opportunities

- Identify common needs
- Cross-department support
- Find efficiencies
- Overcome financial challenges
- Prioritize across Metro



New construction and major renovation

- Proposed standards sorted by building size
- Certification required

Over 70,000 sf

5,000-70,000 sf

Under 5,000 sf
OR
Very unique

LEED 2009 FOR
NEW
CONSTRUCTION
AND MAJOR RENOVATIONS



Building
performance
guidelines



Existing buildings

- LEED standard for Existing Buildings Operations and Maintenance
- Assess buildings larger than 50,000 sf
- Pursue certification at *some* facilities

LEED 2009 ^{FOR}
**EXISTING
BUILDINGS
OPERATIONS ^{AND}
MAINTENANCE**



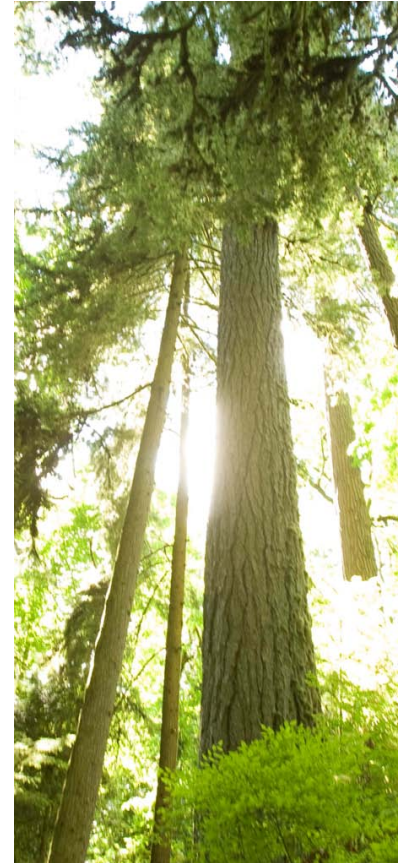
Building performance

- Recycling
- Organics collection
- Low-mercury lamps
- Energy efficiency plans
- Ecoroof feasibility
- Energy Star & Water Sense certified equipment



Funding methods, tools

- Identify funding methods, present options to COO
March 2012
- Incorporate ROI
- Leverage outside funds
- Total cost of ownership



Operations perspective



Chris Massey, Facilities Operations Manager
Oregon Zoo



Molly Chidsey, Sustainability Coordinator

Molly.Chidsey@oregonmetro.gov

503-797-1690

Ordinance No. 11-1264A

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” (February 22, 2008, Final Draft).

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.

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 64² 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.

² Identified in the West Bull Mountain Community Plan adopted by Washington County in December, 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 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.

Exhibit D to Ordinance No. 11-1264A
Findings of Fact and Conclusions of Law

Ordinance No 11-1264A (“UGB ordinance”) expands the region’s urban growth boundary to add capacity for industries that need large parcels and for housing the current UGB cannot reasonably accommodate. Actions taken by this ordinance and its predecessor in this periodic review process – Ordinance No. 10-1244B (“capacity ordinance”) - fulfill Metro’s responsibilities under Goal 14, ORS 197.296(6) and 197.299(2).

These findings and conclusions incorporate and supplement the findings made by the Metro Council in the capacity ordinance. That ordinance adopted actions to use land inside the UGB more efficiently to address the capacity shortages identified in the 2009 Urban Growth Report (UGR). As explained in the capacity ordinance findings, the adopted actions reduced, but did not fully close, the identified gaps. This UGB ordinance addresses the remaining gaps.

Outline:

- I. General Findings
 - A. Coordination with Local Governments, Districts and State Agencies
 - B. Citizen Involvement
- II. Urban Growth Boundary
 - A. Need for Capacity
 - 1. Need for Housing
 - 2. Need for Large Lots for Industrial Use
 - B. Capacity Added to UGB
 - 1. Added Housing Capacity
 - South Hillsboro (from Urban Reserve 6A)
 - South of Cooper Mtn (from Urban Reserve 6B)
 - Roy Rogers West (from Urban Reserve 6C)
 - 2. Added Capacity for Large-Lot Industrial Uses
 - North of Hillsboro (Urban Reserve Area 8A)
- III. Statewide Planning Goals

I. General Findings

A. Coordination with Local Governments, Districts and State Agencies

These findings address the coordination requirements of ORS 197.299(4)(b), statewide planning Goal 2 and Regional Framework Plan (RFP) Policies 1.3.10; 1.4.3; 1.9.5; 1.9.13; 1.11.3; and 1.14. Metro worked closely with the cities and counties of the region to determine the capacity of the region, to select the urban reserves to study in greater detail, and which reserves to choose to meet the needs identified in the capacity ordinance. Cap Ord Rec 3873; 4194; 4212; 4224-4225; UGB Ord Rec___. Metro staff selected an initial set of reserves (approximately 8,300

acres) early in 2010, based upon preliminary discussions with city and county planners. UGB Ord Rec__ (Vol. 2, App. 8: Preliminary Analysis of Potential Urban Growth Boundary Expansion Areas, August 10, 2010). Later in 2010 and again in 2011, Metro sought the input of city and county elected officials, inviting nominations of additional reserve for further analysis. As a result, the Metro Council directed staff to study approximately 9,800 acres. UGB Ord Rec__.

As the analysis proceeded, the Council gave strong consideration to the level of support from cities and counties for particular reserves, given the importance of provision of governance and public infrastructure to areas once added to the UGB (discussed further in application of Goal 14 location factors). On September 30, 2011, Metro sent a report on the likely effects of the proposed UGB expansions to all cities and counties in the region. UGB Ord Rec__.

Finally, Metro brought proposals to the Metropolitan Policy Advisory Committee (MPAC), composed primarily of local elected officials of the region, and MPAC's Technical Advisory Committee (MTAC) for its recommendations. UGB Ord Rec__. MPAC made its recommendation to the Metro Council on September 28, 2011, following several meetings of discussion and deliberations by the committee. MPAC recommended approval of the UGB expansion made by the UGB ordinances.¹ UGB Ord Rec__.

Metro invited its "neighbor cities" to participate in its capacity analysis and efforts to provide capacity and coordinated its analysis with the cities' capacities. UGB Ord Rec__. At Sandy's request, Metro revised its "green corridor" agreement with the city and Clackamas County to protect a green corridor along Highway 26 between the two urban areas. Both the city of Vancouver and Clark County are members on MPAC and MTAC, both of which worked with Metro to develop the policies and land use regulations in the capacity and UGB ordinances. TriMet and special districts are also represented on these advisory committees. Likewise, representatives of the region's school districts sit on the advisory committees. Metro received comments from the Beaverton, Hillsboro and West Linn-Wilsonville School Districts about their growth needs. The Beaverton and Hillsboro districts have school sites in the areas added to the UGB. The West Linn-Wilsonville School District supported addition of the Advance area to the UGB, in which the district has identified 40 acres for two new schools. UGB Ord Rec__ ("Prospectus"; Advance materials; T-T School District letter 8/25/11). For reasons set forth in section B(1), below, the Council decided not to add the Advance area to the UGB.²

The UGB ordinance places conditions on the addition of urban reserves to the UGB. Metro developed these conditions – addressing housing affordability, compatibility with nearby agricultural practices, protection of industrial lands from conflicting uses; assembly of parcels to create large parcels; retention of large parcels - in cooperation with the local governments responsible for planning the areas added to the UGB. See Exhibit B, UGB Ord Rec__.

¹ MPAC recommended that Metro accommodate population and employment at the low end of the middle third of the forecast ranges; that Metro include no more than 1,600 acres for housing capacity, and that Metro assign an average density to residential lands of 20 units/net developable acre. UGB Ord Rec__.

² Metro added the 181-acre "Frog Pond" (Study Area 45) to the UGB in 2002, in part, to bring land for public schools into the UGB.

The Council finds that these efforts accommodated the needs and concerns of local government participants as much as possible and meet the requirements of Goal 2 and applicable policies of the Regional Framework Plan.

B. Citizen Involvement

These findings address statewide planning Goal 1 and RFP Policies 1.13; 1.9.13. Metro began its capacity analysis in 2007 and involved residents of the region from the beginning. On August 10, 2010, Metro published “Recommendations from Metro’s Chief Operating Officer.” Volume 2, Appendix 8 of the Recommendations contained the Preliminary Analysis of Potential Urban Growth Boundary Expansion Areas. Metro received extensive public comment on the analysis. Cap Ord Rec 7593-7819.

Metro stopped work on its analysis of areas for addition to the UGB following LCDC’s October 29, 2010, oral remand of urban reserves because Metro intended to tap the reserves as first priority under ORS 197.298(1). Following adoption of new urban reserves in Washington County on April 21, 2011, Metro re-commenced its analysis. On July 5, 2011, Metro published “Recommendations from Metro’s Chief Operating Officer: Preliminary Analysis of Potential Urban Growth Boundary Expansion Areas.” UGB Ord Rec___. Publication of the recommendations was made that day through the Metro newsfeed and metro-area media. An email announcement was sent to more than 5,000 subscribers. The announcements invited comment on the recommendations; comments were received through August 5. Metro published a log and an account of public comments, along with a report by DHM Research, Inc., that summarized the results of public surveys (Metro’s “Opt In” internet survey tool) on August 11. UGB Ord Rec___.

On September 30, 2011, Metro sent a report on the likely effects of the proposed UGB expansion to nearly 34,000 households within one mile of the proposed additions. UGB Ord Rec___(Ray email 9/29). The Metro Council held public hearings on the proposed additions on October 6 and October 20, 2011. UGB Ord Rec___.

The Council finds that these efforts meet the requirements of Goal 1 and applicable policies of the Regional Framework Plan.

II. Urban Growth Boundary

These findings address statewide planning Goal 14 and OAR 660-024-0060; ORS 197.296, 197.298 and 197.299; RFP Policies 1.9.2; 1.9.3; 1.9.4; and 1.9.13; and Metro Code 3.07.1425.

A. Need for Capacity

1. Need for Housing Capacity

The actions taken by the capacity ordinance to increase the efficiency of the use of land within the UGB reduced but did not eliminate the need for housing capacity identified in the UGR. The

Council would prefer to do more of the actions described in the capacity ordinance (investments in high-capacity transit and other infrastructure and urban amenities; incentives such as new urban renewal areas; increases in density; re-designation of land to allow residential use). But the Council recognizes that there is little prospect in the foreseeable future of increased levels of funding for transit and other kinds of value-adding infrastructure. Limitations on the use of tax-increment financing by the Legislature make it unreasonable to expect more revenue from TIF than assumed in the capacity ordinance, as does the recession-caused reduction of property values in the region. Further “upzones” to allow greater density will not result in more market capacity: the region has plenty of zoned capacity, much of which will not be “real” capacity during the next 20 years due to market conditions. Re-designation of land to allow residential use, beyond those made in the capacity ordinance, in the amount needed to close the capacity gap, would create capacity gaps for employment uses. The Council concludes here, as it did in the capacity ordinance³, that it has taken all reasonable actions to accommodate needed housing inside the UGB. The Council concludes that it must expand the UGB to accommodate the small amount of remaining housing need.

The capacity ordinance did not complete the determination of housing capacity need. By the ordinance, the Council directed its final capacity decision – made in this UGB ordinance – “to a point between the low end and the high end of the middle third of the [population] forecast range.” Ordinance No. 10-1244B, section 16, p. 4. It is more likely that actual population growth over the next 20 years will fall into the middle third of the forecast range than into the upper or lower thirds of the range. Cap Ord Rec 8161-8162. This UGB ordinance completed the determination of need: on the recommendation of MPAC, the Council decided to accommodate growth in population and employment at the lower end of the middle third of the population and employment range forecasts.⁴ Addition of the South Hillsboro, South Cooper Mountain and Roy Rogers West (east portion) areas (1,657 acres total) will accommodate the need for housing capacity that derives from the chosen point on the population forecast.

Testimony during hearings leading to adoption of this UGB ordinance contended that Goal 14 requires that any public money spent on infrastructure to support development on land added to the UGB by this ordinance must instead be invested inside the UGB to use more of the region’s untapped zoned capacity. The assumption underlying the contention is that funds for infrastructure to support development in the areas added to the UGB are fungible and can be used to support re-development inside the UGB. The assumption is neither reasonable nor borne out by experience. First, it must be acknowledged that traditional sources for financing infrastructure have diminished significantly. Cap Ord Rec 3702-3703; 3706-3707. Second, as noted by a group of re-development experts assembled by Metro, some critical sources of money available to urbanize large tracts of undeveloped land are not available for re-development of existing urban areas:

There are [sic] a variety of factors that can influence what local funding sources are available for infrastructure. These include the location of the development, the number of developers involved and their willingness to invest up-front capital, the

³ Ordinance No. 10-1244B, Exhibit P, pp. 3-11.

⁴With the addition of land to the UGB, the UGB has capacity to accommodate 625,183 new people and 300,000 new jobs by the year 2030. UGB Ord Rec___(staff report).

fragmentation of the land and the political will of the jurisdiction. In new urban areas, where land ownership is often less fragmented and there are only a few developers involved at the start, the public sector can work with the developers to invest up-front capital to fund large needed infrastructure improvements. Developers, whose investments will be reimbursed through SDC credits or fees on future development, are willing to put up this money because they will receive a significant economic return on their investment. Currently, in areas like South Hillsboro and North Bethany significant infrastructure costs will be funded by the local jurisdiction through property taxes, transportation development taxes, community service districts and by private developers through supplemental development fees. This was also the case in South Waterfront, where two major property owners (Oregon Health Sciences University and North Macadam Investors) partnered with the City of Portland to fund the infrastructure needed to redevelop the existing urban area. In existing urban areas, where ownership is more fragmented and each developer is responsible for a smaller portion of infrastructure investment needed to facilitate development, there is less economic benefit that developers will realize by financing infrastructure investments up front. While both existing and new urban areas are able to access traditional funding sources like urban renewal and system development charges, it is this impetus for developers to invest in significant infrastructure improvements that can be more common in new urban areas. Furthermore, according to Metro's 2008 Regional Infrastructure Analysis 3, "urban developments tend to require the majority of their infrastructure up-front, while urbanizing developments can finance this in phases over many years" (Metro, Regional Infrastructure Analysis, 2008). In existing urban areas, which are more compact and must serve as functional developments for existing residents and employees, all necessary infrastructure must be built up-front. Whereas in new urban areas, which are more spread out, infrastructure investments can be phased over time and targeted to the areas where development is planned. This allows developers in new urban areas to fund infrastructure in segments, while funding infrastructure in existing urban areas at once can be challenging for the multiple developers typically found in an existing urban area.

Examination of federal, state and local funding sources in this memo reveals that funding sources for infrastructure are often tied to a specific location or development and cannot be used interchangeably. Federal or state funding, in the form of loans or grants, is often authorized for a specific project that meets particular criteria. Local funding sources like urban renewal and local improvement districts can only be used in the areas in which they are levied. System development charges and transportation impact fees are used for a narrowly defined list of projects that is often predetermined through capital improvement plans or transportation plans. For example, taxes and fees raised with a specific purpose, such as Washington County's transportation development tax, can only be used to pay for transportation projects. Furthermore, local

funding sources are constrained by geography, as a funding source raised in one area cannot be used to fund infrastructure in another. Washington County's Major Streets Improvement Program (MSTIP), approved by Washington County voters, cannot be used outside of Washington County. The examples of funding sources used in developments across the region highlight this fact that funding is often tied to a specific location.

Historically, infrastructure investments in new urban areas have been funded in a relatively straightforward manner with public sources such as property taxes and federal investments in highway and water infrastructure. Redevelopment in existing urban areas, which often involves reuse of brownfield sites or adding housing and employment to existing areas, represents a different model than development in new areas, and doesn't necessarily have the same funding options. In comparison to funding for new urban areas, these complexities can make it challenging to utilize various local and state funding sources to support infrastructure in existing urban areas. Private capital has also historically preferred financing development in new areas (i.e. more traditional single family housing or low density employment areas) compared to more compact urban development. Despite the fact that recent demographic, economic and environmental trends are favoring compact development in existing urban areas, redevelopment can be perceived to be a higher investment risk for capital investors (Portland Metropolitan Studies, 2009). The more traditional types of development, typically built for one owner/tenant, are seen as well known investment models with less complexity and therefore, fewer early financing requirements to minimize risk. On the other hand, sites with multi-lease or sale requirements typical of compact development, are required by investors to sell or lease a high percentage of the units very early on in the process to get funding from the banks. For example, a 2005 white paper on infill barriers notes that, "because infill and redevelopment projects are often concerned with providing amenities such as transit and pedestrian orientation, access to retail and employment opportunities and green space and residential dwelling units located above commercial development, the capital lending markets consider such projects as risky." (Infill Development: Barriers and Incentives, 2005). This makes private financing sources more expensive than the standardized capital available in new urban areas (Infill Development: Barriers and Incentives, 2005).

While the paradigm is beginning to shift as a result of many successful urban developments across the region, this perception remains. In addition, the recent financial crisis has increased the standard for banks to invest in projects, which makes it less likely to get private capital funding for non-traditional development types. Cap Ord Rec 7116-7119.

Illustrations of this experience may be observed in infrastructure financing plans for South Hillsboro, North Bethany⁵, Pleasant Valley and South Waterfront in Portland. Large contributions from developers, especially for transportation improvements – usually the largest infrastructure cost (UGB Ord Rec 745; 9/30/11 Argus article on N. Bethany) – have been essential components of the financing of development in urbanizing areas (added to the UGB). These large contributions are highly unlikely for refill projects. One apparent exception is South Waterfront near Portland’s central city. Developer contribution played a major role in financing infrastructure there. But what made that possible are the characteristics of South Waterfront that make it similar to the South Hillsboro and South Cooper Mountain areas: large tracts of land and a small number of large developers. UGB Ord Rec 7127-7130.

In addition, developers can capitalize infrastructure costs in urbanizing area and recover the costs through sales of dwelling units. In redevelopment projects, where the cost of existing infrastructure is already capitalized into the land, a public agency is needed to provide capital to rebuild, replace or expand existing infrastructure:

In urbanizing areas, almost all the necessary capital facilities to initiate a project are located within the project area and can be capitalized into the final product, with the cost recovered upon sale of lots or homes. Consequently, the initial infrastructure costs for urbanizing areas are often largely private. The public costs for developing and maintaining urbanizing areas are typically paid later out of a combination of revenue sources or are paid in terms of social costs such as traffic congestion.

Redevelopment projects in urban areas, by contrast, must rebuild existing facilities, the price of which is already capitalized into the land value. This circumstance necessitates that a public agency provide the capital for the project to commence. The result is that such projects are often criticized on the grounds that there is a large public subsidy. However, when all public facility costs, including regional costs (described below), are added up, urban redevelopments are less expensive per EDU [dwelling unit] than are developments in urbanizing areas. Cap Ord Rec 749-750; 3695; 3706-3708.

Experience also shows that some funding mechanisms commonly used for “refill” (infill and redevelopment in already-developed areas) are less readily available than in the past. “Refill” is more difficult to build and more difficult to finance. Cap Ord Rec 3705; 3707; 3716-3717. Recent legislation, for example, has made establishment of urban renewal programs more difficult, as demonstrated by the failure of Tualatin’s effort to establish a district to support redevelopment in its town center. Cap Ord Rec 7125-7126.

⁵ The very difficult search for infrastructure financing to serve the 2002 addition to the UGB at North Bethany contains an important lesson about the crucial role of contributions from developers: even if there are large parcels and few developers involved, if developers pay too much for the land, they will have less to contribute to infrastructure costs.

The Council concludes that it is not reasonable to assume that the investment strategy adopted in the capacity ordinance can be expanded to generate sufficient market capacity in the existing UGB to accommodate the capacity shortfalls identified in that ordinance. There is no basis for assuming more public funds than already assumed in the capacity ordinance will become available for this purpose. Likewise, it is not reasonable, nor is there any basis, to assume that the funds for infrastructure in the South Hillsboro, South Cooper Mountain or Roy Rogers West areas could be diverted to re-development of land inside the UGB.

Testimony also contended that Metro should simply rely on maximum zoned capacity rather than the portion of that maximum capacity that the market can absorb in the next 20 years. Local governments in the region – both at the center of the region and in regional and town centers, corridors and main streets in communities close to the edge of the UGB - have re-zoned many areas to remove obstacles to compact, mixed-use, pedestrian and bicycle-friendly and transit-supportive development. Some ordinances set no maximums on the number of dwelling units that may be authorized. Others set high maximums (as much as 350 units/acre) that have not been realized in the decade since they were established and that modeling indicates will not be fully used in this 20-year planning period. Cap Ord Rec 4150-4156. To count this zoned capacity as available during the planning period is not reasonable and is akin to a disingenuous attempt to comply with statewide planning Goal 10 by zoning one acre at the edge of town at 100 units/acre to meet a community's need for multi-family housing. It must also be recognized that relying upon maximum zoned capacity in the face of information and experience that shows the market cannot absorb it in the planning period would likely have unintended consequences: MetroScope modeling indicates that holding the UGB tight without public investments to induce the private sector to use more of the region's zoned capacity sends household to Vancouver and other neighboring communities with significant adverse effects (trip generation; increased greenhouse gas emissions; increased loss of farmland; etc.). Cap Ord Rec 4155; 4162-4171.

The Council concludes that, notwithstanding Metro's decision in the capacity ordinance to take all reasonable actions to use land more efficiently - which provided capacity for 30,300 of the 27,400-79,300 dwelling unit need identified (UGR) - a shortfall ranging from 15,400 to 26,600 units remains in the middle third of the range forecast. UGB Ord Rec__ (Staff Rept). This remaining need must be met by expansion of the UGB complies with Goal 14 and ORS 197.296.

2. Need for Capacity for Large-Lot Industrial Use

Metro's analysis of the need for land for large-lot industrial users is summarized in the capacity ordinance findings, with citations to the employment forecast, the Urban Growth Report (especially Appendices 4 and 5) and the Community Investment Strategy. Cap Ord Rec 90-91; 4091. The findings trace the need from the employment forecast, through Metro's analysis of the forecast and the derivation of the need. (The relationship between the population and employment forecast is explained at Cap Ord Rec 4642-4644). The employment forecast estimated the number of jobs in the UGB in 2009 to be 1,037,900. Cap Ord Rec 4647. Job growth between 2008-2030 is forecasted to be 1.3 percent. Cap. Ord. Rec. 4662. The UGR converts this job growth to square feet of building space and to needed acres by correlating jobs to types of buildings and use of land through NAICS codes. Cap Ord Rec 4071-4076; 4270; 4273-4274; 4276-4281; 4285-4292. The industrial land demand (net of infill and re-development) ranges from 274 to 4,930 acres by 2030. Cap Ord Rec 4086.

The need for large lots is derived from this general analysis of industrial land need. The more refined analysis considers only employers that have historically preferred to locate on large parcels. It is not based upon a strategy to attract new industries to the region. Cap Ord Rec 4089; 4118; 4270; 4273-4274; 4285-4292. Metro inventoried existing large employers and large parcel users and, assuming that large lot users would constitute the same proportionate share of any future employment, forecasted future large lot demand. Cap Ord Rec 4089-4091; 4118; 4270; 4273-4274; 4285-4292. Inquiries from companies seeking large lots and advice of experts corroborates the analysis. Cap Ord Rec 4041-4088; 5123-5129; 6379-6384; UGB Ord Rec___ (Bill Reid 1/25/10 memo to Pat R; Ribellia 5/31/11 email).

The UGR compares the region's supply with the region's need for large sites for industrial use. The forecast-based analysis shows a need for lots 50 acres and larger in the range of 200 to 800 acres, depending upon the point on the forecast range. Cap Ord Rec 4113-4119; 6872; 6935; 6939-6945; 8164-8165. See also Business Oregon figures on growth of employment by size of business. UGB Ord Rec___(BO letter to Tim O, 10/13/11). The analysis establishes the factual basis for the need for land for large-lot industrial users.

There is also a policy basis for the Council's decision to provide capacity for this need. This begins with the "Six Outcomes, Characteristics of a Successful Region"⁶, added to the Regional Framework Plan (RFP) by the capacity ordinance (Exhibit A). One of the Outcomes is "Current and future residents benefit from the region's sustained economic competitiveness and prosperity." More specific policies in the RFP are aimed to help achieve this outcome, including Policy 1.4.6.⁷ Cap Ord Rec 4119; 6872; 6935; 6939-6945; 8164. The Council implemented this policy by adding 330 acres suitable for large-lot industries, by strengthening protection of all "Regionally Significant Industrial Areas" in Title 4 of the Urban Growth Management Functional Plan⁸, and by imposing conditions to consolidate parcels and limit non-industrial uses. UGB Ord Rec___(Ex B).

Addition of the North Hillsboro area (330 acres) will accommodate the need for capacity for industries that demand large tracts. The addition will bring the capacity of the UGB to 300,000 new jobs, reflecting a 1.35 percent growth rate over the 20-year planning period. It will accommodate approximately 5,000 of the 300,000 jobs forecasted in the planning period. UGB Ord Rec___(Staff Report).

The Council concludes that its determination of need for 330 acres of land suitable for large-parcel industrial users, derived from the low end of the middle third of the population and employment forecasts, complies with Land Need Factor 1 and 2 of Goal 14 through its analysis of existing industries that use and prefer large parcels.

⁶ Six Outcomes (abbreviated): (1) Vibrant communities; (2) Economic prosperity; (3) Transportation choices; (4) Regional climate change leadership; (5) Clean air and water; (6) Equity.

⁷ "Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses."

⁸ Ordinance No. 10-1244B, Exhibit C, amends Title 4 (Industrial and Other Employment Areas) to prohibit new schools and limit the size of new places of assembly and parks.

B. Capacity Added to UGB

Metro began the search for the most appropriate land to add to the UGB for this capacity with review of the highest priority lands outside the UGB, prescribed by ORS 197.298(1): the 28,256 acres of land designated urban reserves pursuant to ORS 195.141. Metro neither studied nor included lower priority land. To evaluate urban reserves for possible inclusion, the Council used the location factors in Goal 14 and the relevant policies of Metro's Regional Framework Plan (RFP) as guides.⁹ The location factors and policies are implemented in Metro Code 3.07.1425C.

The Council concludes that drawing UGB expansion from urban reserves complies with ORS 197.298(1), Policy 1.9.3 of the Regional Framework Plan and Metro Code 3.07.1425C(7).

In its first level of analysis, Metro considered all 28,256 acres of urban reserves. In 2010, Metro used past studies, such as the Great Communities Report, and findings from the urban and rural reserves process to eliminate some areas from further consideration. Metro also consulted with cities and counties to determine their interest in providing capacity for the needs identified, to provide governance and to provide infrastructure for areas that might be added. Following these consultations and consideration of Metro policies,¹⁰ Metro chose for further study approximately 8,300 acres close to the UGB and most suitable for the needs identified in the UGB. In 2011, Metro again invited local governments to propose other urban reserves to be more closely evaluated. Ultimately, Metro studied 9,800 acres. The process Metro followed is set forth at UGB Ord Rec__ (Recommendations pp. 1-5).

The methodology for analysis of areas considered for addition to the UGB is described at UGB Ord Rec__ (Recommendations pp. 5-21; staff report). Metro determined that the 9,800 acres contained approximately 5,500 acres of net buildable land. UGB Ord Rec__ (Recommendations, p. 8). Metro relied upon two sources to determine the feasibility and estimated costs of providing public utilities, parks and schools to the areas: analysis done by Group MacKenzie under contract with Metro and information submitted by cities and counties responsible for particular areas under consideration. UGB Ord Rec__ (Recommendations, pp. 10-11). Metro completed its own analysis of feasibility of a transportation system to serve each area, based upon the arterial and collector road spacing standards in the Regional Transportation Plan. Metro used the ODOT Highway Economic Requirements System (HERS) to estimate costs. TriMet completed a preliminary evaluation of the areas for public transit, with estimated costs. UGB Ord Rec__ (Recommendations, pp. 11-12). Metro conducted its own "ESEE" analysis¹¹ of the areas described at UGB Ord Rec__ (Recommendations pp. 12-20). And Metro did an analysis of each area considering the factors in the Metro code that derive from policies in its Regional Framework Plan. UGB Ord Rec__ (Recommendations, pp. 20-21).

The results of these analyses for each area are set forth at UGB Ord Rec__ (Recommendations, Attachment 2). Attachment 3 to the Recommendations compares the estimated costs of transportation, public utilities, parks and schools of the areas considered. Attachment 4 compares the estimated costs of transportation. Attachment 5 displays the results of the

⁹ The Six Outcomes; RFP Policies 1.9.8; 1.9.9; 1.9.10; 1.9.12.

¹⁰ Policies 1.4 (Employment Choices) and 1.5 (Economic Vitality).

¹¹ Environmental, social, energy and economic consequences of added land to the UGB, derived from Goal 14.

environmental analysis. Attachment 6 shows TriMet’s assessment of relative transit service costs. UGB Ord Rec__.

1. Added Housing Capacity

The Metro Council added three areas to the UGB – South Hillsboro, South Cooper Mountain and a portion of the Roy Rogers area – to close the gap between need and capacity for housing (1,656 acres total). Through implementation of Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan¹² and conditions imposed by Exhibit B to the UGB ordinance, the three areas will be zoned to allow a minimum of 15,896 dwellings units. This capacity, combined with increased capacity within the pre-expansion UGB to be achieved by efficiency measures adopted by the capacity ordinance, provides total residential capacity to accommodate 625,183 new people, near the low end of the middle third of the population range forecast accepted by the Metro Council in the capacity ordinance and adopted by this UGB ordinance. Cap Ord Rec __ (ord language; forecast document); UGB Ord Rec __ (UGB ord; staff report).

South Hillsboro Analysis Area

The UGB ordinance adds 1,063 gross vacant buildable acres from the South Hillsboro Urban Reserve 6A. Addition of this South Hillsboro area (“SHA”) will provide capacity for approximately 10,766 dwellings. UGB Ord Rec – (Recom, Attachment 2; Exhibit B, Condition __).

- Factor 1: Efficient Accommodation of Identified Land Needs

SHA has significant advantages over other areas considered for addition to the UGB: few owners; large parcels; flat land and little existing development. Two owners have parcels comprising 650 acres.¹³ These large parcels have no significant improvements. UGB Ord Rec__ (Att 2, p3; Hanauer, 10/6/11). Most of the area is flat, and only 2.6 percent of the area has slopes greater than 25 percent. There are few if any geographic or physical obstacles to development. UGB Ord Rec__ (Att 2, p3; Att 5). Intel’s Aloha campus lies directly east of SHA, across 209th. UGB Ord Rec__ (Staff Rpt).

The SHA and a larger area have been subject to extensive planning by Hillsboro and landowners. The planning and tentative agreements with landowners demonstrate the area can be urbanized efficiently.

Approximately 79 percent of the gross buildable acres in SHA is unconstrained. Only eight of the other 23 areas studied yield a higher percentage of unconstrained land.¹⁴ UGB Ord Rec__ (Att 2). None of these eight, however, has the advantages noted above.

The Council concludes that these characteristics position SHA to accommodate residential development more efficiently – especially for street connectivity and public transit - than any other area considered. No other area has SHA’s combination of extensive community planning

¹² See Metro Code 3.07.1120C(3).

¹³ Newlands Properties owns “Reeds Crossing”, 463 acres; Joe Hanauer (Hagg Lake, LLC) owns 189 acres.

¹⁴ Norwood; Sherwood West; Forest Grove North; Forest Grove North Purdin; Forest Grove South; Cornelius East; Cornelius South; Hillsboro North Jackson School.

for flat land in large, undeveloped parcels in an area close to a proposed High Capacity Transit line.¹⁵ The Council concludes the area can develop as a Great Community and help achieve the Outcomes in the Regional Framework Plan.

- Factor 2: Orderly and Economic Provision of Public Facilities and Services

SHA has high suitability for sewer, water and transportation services. Only eight other areas of the 24 studied have similar high suitabilities.¹⁶ UGB Ord Rec__ (Att 2). Hillsboro and private landowners have capacity and financial capability to provide the public facilities needed; the city has expressed its willingness to do so. The city anticipates private developers will pay 70 to 80 percent of the cost of infrastructure. UGB Ord Rec __ (Att 2; Reserves analysis and pre-qualifying CP; Rux 10/18/20; Willey 10/16/11 letter to Hughes). Metro's Regional High Capacity Transit System Plan designates the TV Highway passing by the northern edge of South Hillsboro as a High Capacity Transit Corridor. SHA is the only area studied to which TriMet currently extends high frequency bus service. Cap Ord Rec 5820.

As with all areas under consideration, utilities, parks and schools will be expensive. UGB Ord Rec __ (Att 3). But the city, in conjunction with developers and property owners in the area, has developed a community plan and an infrastructure financing strategy. UGB Ord Rec __ (Community Plan, Spring, 2010; Infrastructure Financing Strategy, April 16, 2008; Hovee memo, January 23, 2008; Rux memo). The Hillsboro School District has an option to acquire school sites within SHA. UGB Ord Rec __ (Community Plan, Spring, 2010, p. 10). Hillsboro, service districts and landowners are updating agreements from 2008 to finance water, sewer, stormwater and road improvements. The agreement being negotiated estimates a \$90 million funding gap for transportation and a \$21 million gap for parks for "build-out" in 20 years. The parties to the agreement will eliminate or close these gaps through supplemental SDCs (paid by developers). UGB Ord Rec__ (Rux memo; Bachrach and Hanauer testimony).

The Council concludes that these efforts by the city put the South Hillsboro in a better position to provide services in an orderly and economic manner than any other area considered for expansion for housing capacity.

- Factor 3: Comparative Environmental, Energy, Economic and Social Consequences

SHA includes segments of several streams, including Butternut Creek, which has associated wetlands and floodplains in the area. These constrained portions, however, are small in relation to the unconstrained portions. Environmental consequences to these resources will be relatively easily minimized and mitigated through application of Titles 3 and 13 of Metro's Urban Growth Management Functional Plan¹⁷ (UGMFP), compared to other areas studied. UGB Ord Rec__(Att 2, p3-4; Att 5).

¹⁵ The Tualatin Valley Highway (State Highway 8, the northern boundary of the South Hillsboro area, is designated a high-capacity transit corridor in the Regional High Capacity Transit Plan, an element of the 2035 RTP. Cap Ord Rec 5820.

¹⁶ South Cooper Mountain; Forest Grove North; Forest Grove South; Cornelius East; Hillsboro North; Hillsboro Jackson School; Shute Road Interchange; and Groveland Road

¹⁷ Title 3 (Water Quality and Flood Management), Metro Code 3.07.310; Title 13 (Nature in Neighborhoods), Metro Code 3.07.1310.

Because most of the area is devoted to agriculture, there will be adverse economic and social consequences to farmers and to agriculture in the area from loss of land base. But the consequences are limited given that the Reserves Golf Course borders the area to the west and the northern portion is bordered on three sides by the UGB and urban development. UGB Ord Rec__(Att 2, p3-4).

The Council concludes that the environmental, energy, economic and social consequences of urbanization of SHA are tolerable if mitigated as required by conditions in Ordinance No. 11-1264A and by Titles 3 and 13 of the UGMFP. The consequences are less adverse than those expected from urbanization of most other areas studied. UGB Ord Rec__(Recom Att 2; Att 5;). (See overall conclusions.)

- Factor 4: Compatibility of Proposed Uses with Nearby Agricultural and Forest Activities

There is no significant portion of SHA or nearby land that is devoted to forest management. Significant agricultural land in farm use borders the area to the south and west, however, and presents compatibility issues. Pockets of rural residential development would serve as buffers between farm practices and urban development for a portion of the “edge” of SHA: the west side of River Road; southwest of the Reserves Golf Course along SW Rosa and River Roads. The golf course itself forms a buffer to the west. This development and existing large-lot rural residential development toward the southern edge reduce compatibility problems. The most important and valuable agriculture takes place south of Butternut Creek and its tributaries. There is no existing buffer between urbanization and agriculture in this part of the area. Mitigation measures, imposed by the UGB ordinance, will be required to reduce incompatibility. UGB Ord Rec__(Att 2, p 45; Exhibit A, __).

A few of the areas studied do not present compatibility issues with agriculture, generally because these areas do not border land in farm use or have natural or built buffers.¹⁸ UGB Ord Rec__(Att 2). But most areas studied present compatibility issues similar to those faced by urbanization of SHA, especially those areas that border land designated for agriculture. Compared to these areas, SHA has milder compatibility problems because of its extensive edge coterminous with the UGB, the golf course to the west, large-lot residential development toward the southern edge and stream corridors (see Factor 3). UGB Ord Rec__(Att 2). As with the others, mitigation will reduce incompatibility. The UGB ordinance imposes a condition that requires the adoption of measures to enhance compatibility in the plan and land use regulations for urbanization of SHA. UGB Ord Rec__ The mitigation required, together with natural and built buffers, will limit adverse effects on nearby agricultural practices.

The Council concludes that the SHA performs as well as most areas studied under this compatibility factor, and that areas more compatible have other disadvantages that make them less satisfactory for addition to the UGB (see overall conclusions.)

- Factor 5: Equitable and Efficient Distribution of Housing and Employment Opportunities Throughout the Region

¹⁸ Maplelane; Beaver Creek Bluffs; Sherwood West; Sherwood South; Tonquin; Graham’s Ferry; Cornelius East.

The addition of SHA to the UGB to accommodate new housing will provide housing opportunities in the part of the region where employment is growing fastest. Cap Ord Rec___. The expansions of the UGB made since 1998 added little residential capacity on the west side of the region.¹⁹ Most residential capacity was added to the east side (Damascus). Hillsboro has had a high ratio of jobs to housing for some time. Addition of capacity for more than 10,700 new dwellings in SHA will bring new housing close to Hillsboro's employment areas and reduce the jobs/housing ratio. The Council concludes that addition of SHA will lead to a more equitable and efficient distribution of housing and employment.

- Factor 6: Contribution to the Purposes of Centers and Corridors

There are two centers near SHA: Aloha Town Center lies approximately 1.2 miles east along the TV Highway; Hillsboro Regional Center lies approximately four miles east. The Aloha Center has a low jobs/housing ratio. Urbanization of SHA will not likely improve Aloha's ratio and may worsen it, particularly if there is a new commercial center built in SHA as planned. Residents of the area may seek services in the Hillsboro Regional Center that are not provided in SHA, providing some enhancement of the regional center. UGB Ord Rec__ (Att 2, pp 5-6).

The SoHi Plan developed by Hillsboro and landowners in the area proposes a town center in SHA. The UGB ordinance designates a town center at that location. UGB Ord Rec__ (Exhibit B; Community Plan, Spring 2010, pp 10-13; SoHi Plan, 2008, p 24). The center will perform the role of town center in the Regional Framework Plan for the 10,700 new dwellings expected in SHA.

The Council concludes that, although addition of SHA is not likely to enhance the roles of the two existing centers closest to the area, it will establish a new town center to serve approximately 25,000 new residents. The South Hillsboro area performs as well as most areas considered on this factor.

- Factor 7: Protection of Farmland Most Important to the Continuation of Commercial Agriculture in the Region

The large majority of SHA is currently farmed and zoned for farm use. By adoption of rural reserves, the region has determined which farmland is most important for the continuation of commercial agriculture in the region. SHA itself is designated urban reserve, in part because the Oregon Department of Agriculture identified the northern portion of it as "conflicted agricultural land", not likely to contribute to commercial agriculture in the long run. UGB Ord Rec___. The area to the west of SHA is also designated urban reserve. The area to the southwest and south, however, is mostly designated rural reserve and is very important to the continuation of commercial agriculture in the region. The UGB ordinance adds no rural reserve, nor can it given ORS 195.141(2)(c). But urbanization of SHA will present issues of compatibility with farm practices in the rural reserves. These issues are discussed above under Factor 4.

The Council concludes that SHA is no longer part of the most important farmland base, given the identification of its northern part as "conflicted agriculture land" and its designation as urban reserve.

¹⁹ Since 1998, 14,263 acres have been added to the Clackamas County part of the UGB. Only 6,102 acres have been added to the Washington County portion.

- **Factor 8: Avoidance of Conflict with Regionally Significant Fish and Wildlife Habitat**
Given that most of the area is devoted to agriculture, there are few natural buffers to protect the inventoried habitat in the South Hillsboro area. Metro has inventoried habitat in the area. But there are no resources in the area protected by Washington County's Goal 5 program. Protection will have to come from implementation by Hillsboro of Metro's Titles 3 and 13 and the city's own land use regulations.

The Council concludes that, although natural resources in SHA may be adversely affected by urban development, the resources will have better protection with application of Titles 3 and 13 than under today's county land use regulations.

- **Factor 9: Clear Transition Between Urban and Rural Lands**
Findings for Factors 3 and 4 describe natural and built buffers between urban uses in SHA and lands that remain rural. As discussed under these factors, a portion of the "edge" with rural land has no buffer. Mitigation measures required to enhance compatibility with farm practices to the south (see Factor 4) will establish some buffering. SW Rosedale Road and the rural reserve designation, will establish an artificial, but long-lived edge.

The Council concludes that SHA performs as well as most areas studied under this factor, and that areas that provide better transitions between urban uses and rural uses have other disadvantages that make them less satisfactory for addition to the UGB. (See overall conclusions.)

- **Policy 1.9.12 on Workforce Housing**
The South Hillsboro Community Plan states that 88 percent of all rental units proposed for the area would be affordable to households earning less than 80 percent of median household income. UGB Ord Rec __ (SHCP 2; 4;). The plan estimates that 42 percent of owner-occupied units will be affordable to households earning the median income. UGB Ord Rec __ (SHCP 2; 19-21). The Council concludes that these efforts will help achieve Policy 1.9.12 and Regional Framework Plan Outcome 6.

Overall Conclusions for South Hillsboro

The Council concludes that SHA measures up better under the applicable factors for providing housing capacity than any area studied. With its large parcels, few owners, flat topography, a willing and capable city, developers ready to contribute millions of dollars to the capital cost of infrastructure, its presence on conflicted agricultural land, the large boundary it shares with the UGB and the Reserves Golf Course, its suitability for a compact, mixed-use, pedestrian and bicycle-friendly and transit-supportive development pattern, SHA is more likely than any area considered to become a "great community" and achieve the Outcomes set forth in the RFP.

Compared to SHA, Gresham East has lower suitabilities for water, sewer and transportation services; and small parcels, many with development, that will make urbanization more difficult. Maplelane has the same disadvantages, but also has a high ratio of constrained to unconstrained gross vacant land, which limits its residential capacity. Beaver Creek Bluffs has the same difficulties as Maplelane, but a higher constrained land ratio. The Norwood area has lower

water, sewer and transportation suitability than SHA. I-5 East has a high ratio of constrained to unconstrained land, including steep slopes that would fracture urban development in its northern portion, and many small parcels, 85 percent of which are improved. Elligsen, too, has much constrained land, difficult infrastructure issues and no easy way to ensure compatibility with agriculture to the south. The Advance area suffers from the same disadvantages. Sherwood West has a low ratio of constrained to unconstrained land, but lower suitabilities for water, sewer and transportation services than SHA. Urbanization of Sherwood West would likely divert the city's effort from enhancing its town center. Sherwood South has a high ratio of constrained to unconstrained land, a large number of small parcels with improvements and difficult infrastructure issues. Efforts to urbanize it, too, may divert Sherwood's effort to enhance its town center.

The Tonquin area, a quarry, has low suitability for housing and infrastructure issues. Roy Rogers West (Urban Reserve Area 6C) measures well under several factors, but has no easy way to ensure compatibility with agriculture to the west and south. Its rural residential development pattern will make it more difficult to urbanize in a compact, efficient pattern.

Compared to SHA, the Vandermost Road area has a high ratio of constrained to unconstrained land and likely moderate to high adverse economic, social and energy consequences from urbanization. The Forest Grove North area has high suitability for services and medium sized parcels, suitable for urbanization (though not nearly as large as South Hillsboro). But it borders an extensive block of intensely farmed land with no effective buffers, rendering it incompatible with nearby agricultural practices. The Forest Grove North Purdin Road area shows lower suitability for public services than South Hillsboro. Its parcelization pattern makes it conducive to compact and efficient development. But like the Forest Grove North area, it borders an important agricultural area; urbanization there would present larger compatibility challenges than urbanization of SHA. The Forest Grove South area is small (37 acres) and sought by the city for industrial use in conjunction with an industrial site (25 acres) inside the UGB. It is well-suited for efficient and economically-serviced development. But, like the Forest Grove North study areas, Forest Grove South borders an extensive block of important farmland to the south, west and east; the impact of urban development on that block of agricultural land concerns the Council. Cornelius East has high suitability for public services and it presents few compatibility problems or adverse consequences. But its small parcels with residential development would make it very difficult to achieve efficient, compact urban development. The Cornelius South area has the same advantages as Cornelius East. Like the Forest Grove study areas, however, Cornelius South borders an extensive block of important farmland (south and east); the impact of urban development on that block of agricultural land concerns the Council.

The Hillsboro North-Jackson School Road area is highly suitable for efficient, compact development. But it is separated from the UGB (by the Hillsboro North area, added to the UGB by this ordinance) and, hence, not immediately adjacent to urban services as is the South Hillsboro area. It is, itself, important farmland and it borders an extensive block of important farmland, which is not protected from urbanization by North-Jackson School Road or by buffering natural or built features. The Shute Road Interchange area is also highly suitable for efficient, compact development. But it faces farmland compatibility issues. Given its location

across Highway 26 and some distance from the Hillsboro and Tanasbourne/Amberglen Regional Centers, it is not likely to contribute to enhancement of those centers. UGB Ord Rec__ (Att 2).

South Cooper Mountain Analysis Area

The UGB ordinance adds 543 acres from the South Cooper Mountain Urban Reserve 6B (1,776). The South Cooper Mountain area (SCMA) will provide capacity for at least 4,354 dwellings. UGB Ord Rec – (Recom, Att 2; Ex B).

- **Factor 1: Efficient Accommodation of Identified Land Needs**

The area contains 21 parcels, all but three greater than 10 acres in size. There are seven parcels larger than 30 acres and two larger than 60 acres each. UGB Ord Rec – (Att 2). Ten ownerships comprise 448 of the 543 acres in SCMA. This parcelization pattern is conducive to efficient urbanization. All of the owners support addition to the UGB and are committed to annexation to Beaverton. Because these owners represent 83 percent of the land, it is likely the city will be able to annex the territory. UGB Order Rec__ (South Cooper Mtn Prospectus, June 1, 2011, p. 16; Owners' map and letters). This governance situation is also conducive to the efficient accommodation of development in the area. Finally, the presence of a site for a high school (owned by the Beaverton School District) will make travel between dwellings and school more efficient than in other areas studied. UGB Order Rec__ (South Cooper Mtn Prospectus, June 1, 2011, p. 14; T-T School District letter 8/25/11).

Approximately 30-35 percent of SCMA is constrained by natural resources (stream corridors, wetlands and steep slopes). The large parcel pattern compensates for these constraints; compact urban development is still possible. UGB Ord Rec – (Att 2). The Council concludes that SCMA can urbanize more efficiently than most areas studied (see overall conclusions, below).

- **Factor 2: Orderly and Economic Provision of Public Facilities and Services**

SCMA has high suitability for sewer, water and transportation services. UGB Ord Rec __ (Att 2). Beaverton and Clean Water Services have capacity to provide the public facilities and have expressed their willingness to do so. UGB Order Rec__ (Prospectus, June 1, 2011, p. 16). These and other services will be expensive. But there are park and schools sites within the area and the school and park districts support addition of the area to the UGB. UGB Order Rec__ (Prospectus, June 1, 2011, pp. 13-16; T-T School District letter 8/25/11). Urban services are adjacent to or nearby the SCMA. UGB Order Rec__ (Prospectus, June 1, 2011, pp. 34, 37-40).

The Council finds that these efforts put SCMA in a better position to provide services in an orderly and economic manner than most other areas considered for expansion for housing capacity (see overall conclusions, below).

- **Factor 3: Comparative Environmental, Energy, Economic and Social Consequences**

Approximately 30-35 percent of SCMA is constrained by natural resources (stream corridors, wetlands, steep slopes and upland habitat). Application of Titles 3 and 13 during comprehensive planning will mitigate effects on these resources. UGB Ord Rec – (Att 2). The Council concludes that the environmental, energy, economic and social consequences of urbanization of SCMA are tolerable if mitigated as required by conditions in Ordinance No. 11-1264A and by

Titles 3 and 13 of the UGMFP. The consequences are less adverse than those expected from urbanization of most other areas studied, (see overall conclusions). UGB Ord Rec_(Att 5)

- Factor 4: Compatibility of Proposed Uses with Nearby Agricultural and Forest Activities

The UGB borders SCMA on the east. State Highway 210 (Scholls Ferry Road) forms the southern boundary. There are no compatibility issues to the east; Highway 210 serves as an edge and significant buffer between the area and farms to the south. Pockets of rural residential development to the southwest and the north, a large tract of forest land, and Metro's Cooper Mountain Nature Park isolate SCMA from the most extensive areas of agriculture nearby, and reduce compatibility problems. UGB Ord Rec__(Att 2). The UGB ordinance imposes mitigation conditions to reduce incompatibility further. UGB Rec __ (Exhibit B).

The Council concludes that SCMA area performs as well as most areas studied under this compatibility factor, and that areas more compatible have other disadvantages that make them less satisfactory for addition to the UGB. (See overall conclusions.)

- Factor 5: Equitable and Efficient Distribution of Housing and Employment Opportunities Throughout the Region

Expansions of the UGB made since 1998 added little residential capacity on the westside of the region.²⁰ Most residential capacity in that cycle was added to the east side (Damascus). The addition of SCMA to the UGB to accommodate new housing will provide housing opportunities in Beaverton that are in short supply. The conversion (infill and redevelopment) of some central Beaverton neighborhoods from single-family to multi-family (apartments and condominiums) has left a shortage of capacity for small-lot detached single-family dwellings. The city proposes a more balanced mix of housing types in SCMA. Cap Ord Rec__(Prospectus, pp 9-10; 21-26; 31). The Council concludes that addition of SCMA will lead to a more equitable and efficient distribution of housing in the Beaverton region.

- Factor 6: Contribution to the Purposes of Centers and Corridors

The Murray Scholls Town Center lies two-thirds of a mile east of SCMA on Scholls Ferry Road. Urbanization of the area will contribute to the center by adding residents to support commercial services in the town center. Residents will also add to the employment base of the center. UGB Ord Rec__(Att 2; South Cooper Mtn Prospectus, June 1, 2011, p. 6). The major owner of commercial properties in the center (Gramor Development, Inc.) supports addition of the SCMA to the UGB. UGB Ord Rec__(South Cooper Mtn Prospectus, June 1, 2011, p. 12).

- Factor 7: Protection of Farmland Most Important to the Continuation of Commercial Agriculture in the Region

By adoption of rural reserves, the region has determined which farmland is most important for the continuation of commercial agriculture in the region. SCMA itself is designated urban reserve. The area to the west of the South Hillsboro area is also designated urban reserve. The area to the southwest and south, however, is designated rural reserve and is very important to the

²⁰ Since 1998, 14,263 acres have been added to the Clackamas County part of the UGB. Only 6,102 acres have been added to the Washington County portion.

continuation of commercial agriculture in the region. Urbanization of SCMA will present some issues of compatibility with farm practices in the rural reserves. These issues are discussed above under Factor 4.

- **Factor 8: Avoidance of Conflict with Regionally Significant Fish and Wildlife Habitat**
SCMA contains a significant amount of riparian and upland habitat, associated with two stream corridors. The area has 19 acres of habitat on Washington County's Goal 5 inventory. UGB Ord Rec__ (Prospectus, June 1, 2011, p. 19). Even with the protection of land use regulations to implement Titles 3 and 13 of Metro's UGMFP, urbanization of the area will likely have adverse effects on the habitat. UGB Ord Rec__ (Att 2; att 5). The Council concludes that SCMA does not rate well under this factor.

- **Factor 9: Clear Transition Between Urban and Rural Lands**
There are no natural or built features that provide a clear transition between urban uses in SCMA and the rural lands on portion of its perimeter. The features described under Factor 4, above, will provide some transitional uses. Nonetheless, the Council concludes that SCMA does not rate well under this factor.

- **Policy 1.9.12 on Workforce Housing**
Beaverton's "Prospectus" for the SCMA area proposes a full range of housing types and lot sizes to accommodate the full range of housing needs. The city estimates its planning under Title 11 of the UGMFP will accomplish average densities in the range of 14 to 22 units per net developable acre. UGB Ord Rec__ (Prospectus, June 1, 2011, pp. 27, 23-29). Title 11 requires the city to provide capacity for affordable housing.²¹ The UGB ordinance sets a minimum zoned capacity for SCMA of 4,651 dwelling units (more than 15 units/net developable acre). UGB Ord Rec__(Exhibit B). The Council concludes that efforts by the city described in the Prospectus, agreements the city has achieved with owners of large parcels in the area, and planning by the city to comply with Title 11 will provide capacity for workforce housing in SCMA and help achieve Regional Framework Plan Outcome 6.

Overall Conclusions for South Cooper Mountain:

As explained under Factors 1 and 2 above, the parcelization and ownership patterns in the South Cooper Mountain area (SCMA) are conducive both to efficient accommodation of residential development and to the orderly and economic provision of public facilities and services. Only the South Hillsboro area, also added to the UGB, and SCMA have these two important characteristics in larger quantity than other areas considered. SCMA is not as regularly flat as the South Hillsboro area. Nonetheless, the parcelization and ownership patterns render SCMA almost as susceptible to a compact, mixed-use, pedestrian and bicycle-friendly and transit-supportive development pattern as South Hillsboro. Further, as described under Factors 3, 4, 7 and 9, the combination of natural and built features in and near SCMA causes the area to rate well under those factors in comparison with other areas studied. And, given its proximity to the Murray-Scholls Town Center and the large number of new residences it would add, SCMA area will help support the commercial uses in the center.

²¹ Metro Code 3.07.1110B(1)(c); 3.07.1110C(4); 3.07.1120C(4)

Compared to SCMA, Gresham East has lower suitabilities for water, sewer and transportation services; and small parcels, many with development, that will make urbanization more difficult. Maplelane has the same disadvantages, but also has a high ratio of constrained to unconstrained gross vacant land, which will limit its capacity. Beaver Creek Bluffs has the same difficulties as Maplelane, but a higher constrained land ratio. The Norwood area has lower water, sewer, transportation suitability than SCMA. I-5 East has a high ratio of constrained to unconstrained land, including steep slopes that would fracture urban development in its northern portion, and many small parcels, 85 percent of which are improved. Elligsen, too, has much constrained land, difficult infrastructure issues and no easy way to ensure compatibility with agriculture to the south. The Advance area suffers from the same disadvantages. Sherwood West has a low ratio of constrained to unconstrained land, but lower suitabilities for water, sewer and transportation services than SCMA. Urbanization of Sherwood West would likely divert the city's effort from enhancing its town center. Sherwood South has high ratio of constrained to unconstrained land, a large number of small parcels with improvements, difficult infrastructure issues. Efforts to urbanize it, too, may divert Sherwood's effort to enhance its town center.

The Tonquin area, a quarry, has low suitability for housing and infrastructure issues. Roy Rogers West measures well under several factors, but has no easy way to ensure compatibility with agriculture to the west and south. Its rural residential development pattern will make it more difficult to urbanize in a compact, efficient pattern.

Compared to SCMA, the Vandermost Road area has a high ratio of constrained to unconstrained land and likely moderate to high adverse economic, social and energy consequences from urbanization. The Forest Grove North area has high suitability for services and medium sized parcels, suitable for urbanization (though not nearly as large as SCMA). But it borders an extensive block of intensely farmed land with no effective buffers, rendering it not compatible with nearby agricultural practices. The Forest Grove North Purdin Road area shows lower suitability for public services than SCMA. Its parcelization pattern makes it conducive to compact and efficient development. But like the Forest Grove North area, it borders an important agricultural area; urbanization there would present larger compatibility challenges than urbanization of SCMA. The Forest Grove South area is small (37 acres) and sought by the city for industrial use in conjunction with an industrial site (25 acres) inside the UGB. It is well-suited for efficient and economically-serviced development. But, like the Forest Grove North study areas, however, Forest Grove South borders an extensive block of important farmland to the south, west and east; the impact of urban development on that block of agricultural land concerns the Council. Cornelius East has high suitability for public services and it presents few compatibility problems or adverse consequences. But its small parcels with residential development would make it very difficult for efficient, compact urban development. The Cornelius South area has the same advantages as Cornelius East. Like the Forest Grove study areas, however, Cornelius South borders an extensive block of important farmland (south and east); the impact of urban development on that block of agricultural land concerns the Council.

The Hillsboro North-Jackson School Road area is highly suitable for efficient, compact development. But it is separated from the UGB (by the Hillsboro North area, added to the UGB by this ordinance) and, hence, not immediately adjacent to or near urban services as is the SCMA. It is, itself, important farmland and it borders an extensive block of important farmland

which is not protected from urbanization by buffering natural or built features. The Shute Road Interchange area is also highly suitable for efficient, compact development. But it faces farmland compatibility issues. Given its location across Highway 26 and some distance from the Hillsboro and Tanasbourne/Amberglen Regional Centers, it is not likely to contribute to enhancement of those centers. UGB Ord Rec__ (Att 2).

Roy Rogers West Analysis Area

The UGB ordinance adds 51.6 acres of the 256-acre Roy Rogers Urban Reserve 6C. Addition of this portion to the UGB will provide capacity for at least 479 dwellings. UGB Ord Rec – (Staff Report; Ex B, Condition). Addition of the area will also facilitate urbanization of two areas added to the UGB in 2002.

- **Factor 1: Efficient Accommodation of Identified Land Needs**

Addition of this 51.6 acres (“RRWA”) will facilitate efficient urbanization of two proximate, but noncontiguous areas added to the UGB in 2002, Areas 63 and 64 (219 and 248 acres, respectively). The West Bull Mountain Concept Plan, adopted by Washington County in December, 2010, included Areas 63 and 64 and the whole of the Roy Rogers West Urban Reserve in order to ensure orderly and economic efficient delivery across an integrated planning area. With cooperation from Washington County and Beaverton, Tigard annexed Area 64 (“River Terrace”) on September 30, 2011. Area 63 remains in unincorporated Washington County, and difficult for Tigard to annex due to the presence of unincorporated urban development between Tigard and Area 63. Both Washington County and the Tigard have agreed that both areas 63 and 64 are most efficiently urbanized by a city capable of providing the full range of urban services. Addition of the two parcels totaling 51.6 acres is the minimum portion of RRWA necessary to extend utility and transportation connections to Area 63, and implement Metro’s 2002 UGB expansion and the West Bull Mountain Concept Plan. UGB Ord Rec __ (Staff Report; Dirksen letter).

Of the 51.6 acres that comprise RRWA, 2.9 acres are the right-of-way of Roy Rogers Road. Two parcels comprise the majority of RRWA, each with an existing dwelling. This development pattern will allow for efficient, compact development. Accounting for constraints and other streets, roads, parks and schools, 32 net developable acres remain and provide capacity for 479 dwelling units, required by the UGB ordinance (approximately 15 dwelling units/net acre). UGB Ord Rec – (Staff Report; Ex B, Condition).

The Council concludes that addition of RRWA will lead to efficient accommodation of residential land needs, both in RRWA and Areas 63 and 64, previously added to the UGB.

- **Factor 2: Orderly and Economic Provision of Public Facilities and Services**

Addition of RRWA will facilitate the provision of public utilities and transportation facilities to the area and to the Areas 63 and 64. Added to the UGB in 2002, Areas 63 and 64 are not contiguous and, until September 30, 2011, were not serviceable by a city capable of extending services for urbanization. The West Bull Mountain Concept Plan found the RRWA to be the most logical corridor for services to the entire area. Maps of water, sewer, stormwater and streets and roads from the West Bull Mountain demonstrate the advantage of including RRWA

in the arrangement of services to Areas 63 and 64. UGB Ord Rec – (Staff Report; Dirksen letter).

On September 30, 2011, Tigard, with the support of Washington County and Beaverton, annexed Area 64 (“River Terrace”) and assumed responsibility for providing community planning and urban services delivery to the entirety of the West Bull Mountain planning area. Although Tigard requested addition to the UGB of all of Urban Reserve 6C, the addition of the 51.6-acre portion provides a logical and feasible service corridor to allow the orderly and economic provision of services to lands already within the UGB. UGB Ord Rec – (Staff Report; Dirksen letter).

The Council concludes that Tigard can provide public facilities and services to RRWA in an orderly and economic manner and that inclusion of RRWA makes provision of facilities and services to old study Areas 63 and 64 more orderly and economic.

- Factor 3: Comparative Environmental, Energy, Economic and Social Consequences
There are no wetlands or floodplains in RRWA. The Tualatin National Wildlife Refuge lies to the south, but is outside RRWA. Urbanization of RRWA subject to Metro’s Titles 3 and 13 will not cause significant adverse effects on refuge resources. Scattered rural residences with some tracts devoted to agriculture characterize the land use pattern of RRWA. Urbanization will not have a significant effect on agriculture in the region, but it will change the rural residential way of life of current residents. UGB Ord Rec__ (Att 2; Att 5). The Council concludes the environmental, energy, economic and social consequences of urbanization of RRWA are acceptable and less adverse than the consequences of urbanizing other areas considered for expansion. UGB Ord Rec__ (Att 5).

- Factor 4: Compatibility of Proposed Uses with Nearby Agricultural and Forest Activities
There are significant blocks of agricultural land to the west of RRWA (across Roy Rogers Road). The road forms an edge between future urbanization and agriculture to the west, but it does not ensure compatibility with agricultural practices. Hence, the UGB ordinance applies a condition that requires Tigard to adopt measures to enhance compatibility when it completes planning to urbanize RRWA. UGB Ord Rec__ (Staff rept; Exhibit B). The Council concludes that the RRWA performs as well as most areas studied under this compatibility factor.

- Factor 5: Equitable and Efficient Distribution of Housing and Employment Opportunities Throughout the Region
Expansions of the UGB made since 1998 added little residential capacity on the westside of the region.²² Most residential capacity in that cycle was added to the east side (Damascus). In 2002 Metro added approximately 470 acres immediately east and north of RRWA to the UGB (Areas 63 and 64). These areas have been slow to urbanize and provide needed housing and employment due to their relative isolation from each other and distance from a city capable of providing urban services. On September 30, 2011, Tigard annexed 248 acres in Area 64 and has begun planning the extension of urban services to the area. The addition of RRWA will provide

²² Since 1998, 14,263 acres have been added to the Clackamas County part of the UGB. Only 6,102 acres have been added to the Washington County portion.

a service corridor between Tigard and Area 63, allowing the development of needed housing on an additional 219 acres of land already with the UGB. UGB Ord Rec – (Staff Report; Dirksen letter).

The addition of RRWA to the UGB to accommodate new housing will provide housing opportunities in a part of the region that has had little residential capacity added to the UGB since 1998. The Council concludes that addition of RRWA will lead to a more equitable and efficient distribution of housing on the westside of the region.

- **Factor 6: Contribution to the Purposes of Centers and Corridors**

New residential development in RRWA is unlikely to contribute in a significant way to the nearby town centers. The King City and Murray/Scholls Town Centers (1.5 and 2.5 miles, respectively, from RRWA) currently have low jobs to housing ratios. Addition of RRWA will not improve the ratios. UGB Ord Rec__ (Att 2). The Sherwood Town Center is more distant and is unlikely to be affected positively or negatively. The Council concludes that addition of RRWA is not likely to enhance the roles of the two centers closest to the area. This factor does not favor RRWA.

- **Factor 7: Protection of Farmland Most Important to the Continuation of Commercial Agriculture in the Region**

RRWA is a portion of an urban reserve, designated in part because it is less important for the long-term viability of commercial agriculture in the region than farmland designated rural reserve or left undesignated. The existing UGB borders RRWA on the north and east sides. UGB Ord Rec__ (Att 2). The Council concludes that this portion of the Roy Rogers West Urban Reserve is less important to the region for its agricultural resources than for urbanization, particularly because addition of the area will facilitate efficient and economic urbanization of the South Cooper Mountain area.

- **Factor 8: Avoidance of Conflict with Regionally Significant Fish and Wildlife Habitat**

A stream with riparian vegetation passes through RRWA along its northern border with the UGB. The stream corridor is removed from the buildable land inventory as constrained. UGB Ord Rec__ (Att 2; Att 5). Metro Titles 3 and 13 and Tigard's adopted Title 13 regulations will apply to the corridor. The Council concludes that RRWA can be urbanized with minimal adverse impacts to habitat in the area.

- **Factor 9: Clear Transition Between Urban and Rural Lands**

There are no natural or built features that make a clear transition between RRWA and rural lands to the south and west. Roy Rogers Road borders RRWA on the west and forms an edge. The buffering measures required to protect agricultural practices to the west and south will also provide some transition. The Council concludes that other areas studied have natural or built features at their perimeters than RRWA that would provide clearer transition between urban and rural lands.

Overall Conclusions for Roy Rogers West:

Urbanization of the RRWA portion (51.6 acres) of the Roy Rogers Urban Reserve (6C) will have fewer adverse effects on agriculture, habitat and other natural resources than other areas studied

due to its small size and extensive border with the existing UGB. Because of the linkage it will provide between Areas 63 and 64, added to the UGB in 2002, it will perform an important role in the efficient urbanization of those areas and in the provision of urban services to the areas. RRWA itself will urbanize efficiently and at 15 units/new developable acre or better. For these reasons, the Council chooses this area above others considered.

2. Added Employment Capacity for Large-Lot Industrial Use

The Council added 330 acres in the North Hillsboro Analysis area to the UGB to meet the need for capacity for industries that seek large parcels. The addition will bring the capacity of the UGB to 300,000 new jobs, reflecting a 1.35 percent growth rate over the 20-year planning period. UGB Ord Rec__ (Staff Report). With the conditions assigned to the area by the UGB ordinance, the area will provide one 100-acre tract and two 50-acre tracts.

Mindful of the characteristics of land that make it suitable to meet the need for large-lot industrial use (relatively large lots; relatively flat; proximate to transportation facilities capable of moving freight; adjacent on near the existing UGB), Metro eliminated from review the urban reserves without those characteristics.²³ Cap Ord Rec__ (UGR 71; A4-5; Lydia Neill). Of the 28,000 acres of urban reserves, the following areas have the characteristics, to one degree or another, that might make them suitable for large industrial users. and were considered for addition to meet this specific industrial need: Boring; Elligsen; Advance; Grahams Ferry; South Hillsboro; Forest Grove North; Cornelius South; Hillsboro North; Shute Road Interchange; Groveland Road and Bethany West. UGB Ord Rec__ (Staff Rept).

The Council concludes that the Boring, Elligsen, Forest Grove North, Cornelius South and Bethany West areas fail to meet the site requirements. The large parcel in the Boring area lies 1.3 miles east of the UGB. The large parcels in the Elligsen area have slopes greater than 10 percent or lie more than two miles from an interchange (I-5). The Forest Grove North and Cornelius South areas lie more than three miles from an interchange (Hwy 26). The Bethany West area is distant from any city that could provide services (no city proposed addition of the area). The South Hillsboro, Advance, Grahams Ferry, and Groveland Road/Shute Road Interchange areas are discussed further, below.

North Hillsboro Analysis Area

- Factor 1: Efficient Accommodation of Identified Land Needs

The included portion of the North Hillsboro Analysis area (NHA) is relatively flat. It is composed of eight parcels, including two parcels between 50 and 100 acres and three parcels between 20 and 50 acres in size. UGB Ord Rec__ (Hillsboro mats). Little of the gross vacant buildable area is constrained. UGB Ord Rec__ (Staff Rept). This parcelization pattern makes consolidation of parcels to comprise 100-acre and 50-acre industrial sites feasible and achievable. The city has agreements from the landowners to consolidate their parcels to comprise one 100-acre and two 50-acre tracts. UGB Ord Rec__(May, 2011, Hillsb mats pp 17; NH owners 9/28-10/6 memo to Hughes). The UGB ordinance requires consolidation to yield at least one 100-acre and two 50-acre tracts. UGB Ord Rec__(Ex B). The area lies along Highway 26 and within a mile from the Brookwood Parkway interchange.

²³ See Goal 14: "In determining need, local governments may specify characteristics, such as parcel size, topography or proximity, necessary for land to be suitable for an identified need." OAR 660-024-0060

NHAA also adjoins Hillsboro's "cluster" areas, all south of Highway 26. UGB Ord Rec__ (May, 2011, Hillsb mats pp 17,).

The Council concludes NHA can accommodate the full need (330 acres) determined by Metro more efficiently than any other area considered.

- Factor 2: Orderly and Economic Provision of Public Facilities and Services

The included portion of NHA has high suitability for public utilities and transportation connectivity. UGB Ord Rec__ (Prelim Anal, Att 2). The area lies west of Evergreen industrial area, within the UGB, added to the UGB in 2005.²⁴ The city of Hillsboro has planned and zoned the Evergreen area for industrial use and has adopted public facilities and services and transportation plans for it. The city also developed a pre-qualifying concept plan for NHA as part of its participation in the 2008-2010 reserves process. That plan shows the utility and transportation links between the Evergreen area and NHA. UGB Ord Rec__ (May, 2011, Hillsb mats pp 7, 12-13). The services that will be established in that area can be extended to NHA. The city has demonstrated capacity and willingness to extend those services. UGB Ord Rec__ (May, 2011, Hillsb mats pp 19-26).

An analysis of the costs of public services and transportation done for Metro and Hillsboro indicates that the included portion of NHA compares favorably with the Groveland Road area and two other areas in the vicinity. NHA area would require 2.17 miles of new collector and arterial lane miles. The other three areas would require between 9.17 and 15.27 (Groveland Road area) new lane miles. UGB Ord Rec__ (Group MacKenzie; May, 2011, Hillsb mats pp 25; Staff Report).

The Council concludes that public facilities and services can be provided to the NHA in an orderly and economic fashion. It is possible that services could be provided to the Shute Road Interchange area at lower public cost. But a comparison of service costs between these two areas must account for the fact that the Shute Road area will not fully satisfy the need for large parcels; Metro would have to add another area to meet the full need, with additional costs for public facilities and services.

- Factor 3: Comparative Environmental, Energy, Economic and Social Consequences

The included portion of NHA is largely devoted to agriculture. Hence, industrial uses will have few consequences for the natural resources in the area. UGB Ord Rec__ (Prelim Anal, Att 2, 5). Industrial uses will displace agricultural uses. But the positive economic effect of industrial use and employment (the average annual 2009 payroll per employee in the existing North Hillsboro industrial area was \$109,866 in 2009) will offset the loss of farmland base and farm employment. UGB Ord Rec__ (Prelim Anal, Att 2; May, 2011, Hillsb mats p 27-28). It is likely that industrial use will have adverse consequences for habitat in the area. But application and implementation of Titles 3 and 13, required by Title 11 of the UGMFP will minimize those consequences.

²⁴ Metro Ordinance No. 05-1070A.

The Council concludes that the environmental, energy, economic and social consequences industrial uses in the NHA are acceptable given the beneficial consequences, and that the balance of consequences in the area are similar to those in other areas studied.

- Factor 4: Compatibility of Proposed Uses with Nearby Agricultural and Forest Activities

The included portion of NHA is separated from farmland to the north by Highway 26. The UGB (Evergreen industrial area) borders the area to the south. Between the area and the UGB on the east lies a pocket of rural residential development. Likewise, there are clusters of residential development to the west of the area, mixed among farm parcels. An extensive area of important farmland lies west of the pockets of development. The highway provides a significant edge and buffer that will reduce incompatibilities between industrial uses and farm practices to the north. The rural residential development will likewise separate industrial uses from much of the actively farmed land. The build features, together with measures required by the UGB ordinance, will reduce incompatibility with agricultural activities. UGB Ord Rec__ (Prelim Anal, Att 2).

The Council concludes that industrial uses in NHA can be rendered generally compatible with nearby farm and forest practices, and that the level of compatibility would be similar to that achievable in other areas studied.

- Factor 5: Equitable and Efficient Distribution of Housing and Employment Opportunities Throughout the Region

In the previous capacity analysis and additions of capacity in response to it (2002-2005), Metro added land for industrial use east (Gresham, Damascus), south (Wilsonville, Tualatin/Sherwood) and west (Hillsboro) of the UGB. These expansions distributed industrial job opportunities equitably around the region. This UGB expansion adds only one area for employment, for those industries that demand large parcels. Given the characteristics needed for that particular part of the employment picture, addition of the 330 acres of NHA is the most efficient way to accommodate the demand. For a variety of reasons, recession included, the areas added for industrial use in 2002 to 2005 have been slow to develop. Given the factors described in these findings for NHA, the Council concludes that addition of NHA provides the best opportunity for this kind of employment in the relatively near future. Together with addition of housing capacity in the South Hillsboro area, NHA will contribute to equitable and efficient distribution of housing and employment to the west end of the region.

- Factor 6: Contribution to the Purposes of Centers and Corridors

Addition of the portion of NHA to the UGB will bring jobs to the area and the city of Hillsboro. New employment will probably induce demand for housing in the Hillsboro and Tanasbourne/Amberglen Regional Centers. But, given the distance from the centers and the already high ratio of jobs to housing in the Hillsboro Regional Center, it is doubtful that addition of NHA will make a significant, direct contribution to either regional center. UGB Ord Rec__ (Prelim Anal, Att 2). But the NHA will provide employment opportunities for the growing number of dwelling units in the Tanasbourne/Amberglen and Orenco Centers. UGB Ord Rec__(May, 2011, Hillsb mats p 31-32).

The Council concludes that industrial uses will have some positive effects on the Hillsboro and Tanasbourne/Amberglen Regional Centers by providing employment opportunities to residents in those centers, and by generating some employment in businesses in the centers that provide services to industries.

- Factor 7: Protection of Farmland Most Important to the Continuation of Commercial Agriculture in the Region

NHA is designated urban reserve, but it includes important agricultural land, and must be compared with other lands designated urban reserve. There are pockets of rural residential development in and at the perimeter of the area, and Highway 26 to its north that isolate it from the large block of farmland on the north side of the highway. UGB Ord Rec__ (Att 2).

Nonetheless, the Council concludes that the SCMA does not rate well under this factor.

- Factor 8: Avoidance of Conflict with Regionally Significant Fish and Wildlife Habitat

Although agricultural practices have disturbed habitat in most of NHA, there is riparian habitat associated with Waible Gulch. Even with the protection of land use regulations to implement titles 3 and 13 of Metro's UGMFP, urbanization of the area will likely have some adverse effects on the habitat. UGB Ord Rec__ (Att 2; att 5; May, 2011, Hillsb mats p 32-33). The Council concludes the NHA rates about average under this factor among other areas studied.

- Factor 9: Clear Transition between Urban and Rural Lands

Highway 26 provides an edge and clear transition from industrial use to the south and rural farmland to the north. Measures required by the UGB ordinance to reduce incompatibility with nearby agricultural activities will provide some transitional buffers from nearby farms. UGB Ord Rec__ (Prelim Anal, Att 2; Exhibit B).

The Council concludes that opportunities for clear transitions between industrial uses in NHA and nearby rural lands are as good as opportunities in other areas studied.

Overall Conclusions for North Hillsboro Analysis Area

Compared to NHA, the Advance area has more constraints on efficient use for large industrial uses. Two streams and a BPA powerline and easement bisect the area, reducing the usable area and fragmenting it. The West Linn-Wilsonville School District owns several parcels (totaling 40 acres) in the area, one reason the city of Wilsonville proposes mixed use rather than industrial use for the Advance Area. The city has asked Metro to add the area for residential development to "balance" the high jobs to housing ratio. The area has lower suitabilities for public services and transportation improvements than NHA, and lower compatibility with nearby agricultural activities. UGB Ord Rec__ (Att 2).

Compared to NHA, the Grahams Ferry area has fewer compatibility challenges with agricultural activities. But the area is more severely constrained by riparian habitat, wetlands and floodplain. The terrain is also more sloped than NHAA, which reduces its suitability for infrastructure and transportation.

Compared to NHA, the South Hillsboro area is flat and contains large parcels. It has high suitability for public utilities and transportation. It fares just as well as NHA for its relatively

small amount of constrained land and compatibility with agriculture. But it lies more than three miles from the nearest interchange, on Highway 26. Metro added the South Hillsboro area to the UGB for housing and mixed-use development because it is, among all the areas studied, the most suitable for compact, mixed-used, pedestrian and bicycle-friendly, transit-supportive development. For these reasons, the Council concludes that South Hillsboro is more important for mixed-use development than for large-lot industrial development.

Like the South Hillsboro area, the Groveland Road and the Shute Road Interchange areas are flat, have few ownerships and have high suitability for public utilities and transportation. UGB Ord Rec__ (Staff Rpt att). The Groveland Road area has fewer habitat and natural resource constraints than NHA, but the Shute Road area has constrained land that would fragment the developable area. UGB Ord Rec__ (Hillsboro comparison). Six separate parcels, the largest of which is 39 acres, comprise the three ownerships. One owner has testified that he would be willing to combine his two lots to create a 69-acre tract. But 21 of these 69 acres lie within the floodplain of Waible Creek. UGB Ord Rec__ (Greenfield 9/2/10; Angelo, 5/16/11). Through consolidation of parcels, the Shute Road Area could yield one tract of 50 acres of buildable land. UGB Ord Rec__ (cite CH2M memo to Ribellia, p.10). But NHA included will yield one 100-acre and two 50-acre tracts and the entire need identified by Metro. Unlike with NHA, there is no signed agreement in the record that the owners will consolidate their parcels to create a single, large parcel.

The owners in the Shute Road area submitted a comparison of the costs of extending utilities and transportation to the two areas indicating that the costs for Shute Road are a fraction of the costs for NHA. Other information submitted, however casts doubt on the thoroughness of the owners' analysis. As noted by the city of Hillsboro, the owners' analysis does not distinguish between public and private costs. The city notes that the variance between the costs that will be borne by the public is smaller. Services to NHA serve a larger area (330 versus 139 acres). The city further notes that NHA can be served by an existing water reservoir; a new reservoir will be needed north of Highway 26. Also, the area north of Highway 26 would need a new sanitary sewer pump station. UGB Ord Rec__ (Aly's 10/11/11).

NHA and Shute Road Interchange areas, with reference to the factors, share several advantages over other areas studied. Both are relatively flat and contain some large parcels. Both are close to an interchange on Highway 26. The Shute Road Interchange area rates higher for the orderly and economic provision of public facilities and services. NHA rates higher for the efficient accommodation of identified land needs. Owners in the Shute Road area emphasize that the area can be developed sooner than NHA because NHA must wait for development in the Evergreen area, added to the UGB for industrial use in 2005. But the Council and the city want the Evergreen area, already inside the UGB, to develop before any territory to be added to the UGB by this ordinance. Because the Council values the efficient use factor higher than the economic provision of services factor in this situation, the Council concludes NHA performs better overall than the Shute Road area.

The Council concludes that the portion of the North Hillsboro Analysis Area (NHA) included measures up better under the applicable factors for providing large parcel employment capacity than any area studied.

Technical Amendment – City of Hillsboro

The UGB ordinance adds a small parcel (0.83 acres) to the UGB that, for reasons unknown, is an island within the existing UGB and is surrounded by the city of Hillsboro. The island was recently discovered during a Hillsboro annexation process involving land added to the UGB in 1981. Addition of this tract will allow Hillsboro to urbanize the area efficiently. UGB Ord Rec__ (Staff Report and map).

III. Statewide Planning Goals (other than Goal 14)

Goal 1 (Citizen Involvement): See section IB, above.

Goal 2 (Adequate Factual Base): For coordination, see section IA, above. The Metro Council has concluded that the additions made to the UGB by this UGB ordinance comply with the statewide planning goals, the Regional Framework Plan and other land use laws. The Council's conclusions are based upon substantial evidence in the records of the capacity and UGB ordinances, as found in the Findings of Fact and Conclusions of Law supporting the two ordinances. The ordinances make the 2009 Urban Growth Report and the population and employment forecast part of these growth management decisions. The Council concludes that the full record supporting the capacity and UGB ordinances provides an adequate factual base for the Council's reasoning in these findings for the additions to the UGB made by this UGB ordinance.

Goal 3 (Farm Land): The Metro Council concludes that the additions to the UGB made by this UGB ordinance are consistent with Goal 3 because they comply with Goal 14. See LCDC Partial Approval and Remand Order 03-WKTASK-001524, p. 47.

Goal 4 (Forest Land): The Metro Council concludes that the additions to the UGB made by this UGB ordinance are consistent with Goal 4 because they comply with Goal 14. See LCDC Partial Approval and Remand Order 03-WKTASK-001524, p. 47.

Goal 5 (Natural Resources): Several urban reserves under consideration contain aggregate resources on county inventories. There are no other county-protected Goal 5 resources in the areas added to the UGB that are not covered by Metro's Titles 3 or 13. UGB Ord Rec __ (UGB Alts Anal, Prelim, p. 16; Attachment 2 (Analysis Area summary Sheets). Addition of land to the UGB does not change or affect comprehensive plan designations or land use regulations that currently apply to the land. Nor does addition of land change the acknowledged inventories of Goal 5 resources in the comprehensive plans of the three counties, on the regulations of the counties to protect the resources.

At the time the appropriate city or county proposes to adopt new plan provisions and land use regulations to allow urbanization of the land, the city or county will be required to show its new regulations comply with Goal 5 and Titles 3 (Water Quality and Flood Management) and 13 (Nature in Neighborhoods) of Metro's acknowledged Urban Growth Management Functional Plan. See LCDC Partial Approval and Remand Order 03-WKTASK-001524, p. 47. It is at that stage in the planning process that particular types of urban development are being considered for

the land; this is the appropriate point for consideration of the effects of urbanization upon a Goal 5 resource. See LCDC Partial Approval and Remand Order 03-WKTASK-001524, pp. 25-26.

The Metro Council concludes that the additions to the UGB made by this UGB ordinance are consistent with Goal 5.

Goal 6 (Air, Water and Land Quality): Addition of land to the UGB does not change or affect comprehensive plan designations or land use regulations that currently apply to the land. At the time the appropriate city or county proposes to adopt new plan provisions and land use regulations to allow urbanization of the land, the city or county will be required to show compliance with state and federal air and water quality laws and with Metro's acknowledged 2035 Regional Transportation Plan. It is at that stage in the planning process that particular types of urban development are being considered for the land; that is the appropriate point for consideration of the effects of urbanization upon air and water quality. See LCDC Partial Approval and Remand Order 03-WKTASK-001524, pp. 47-48.

The Metro Council concludes that the additions to the UGB made by this UGB ordinance are consistent with Goal 6.

Goal 7 (Natural Hazards): Metro removed land in the urban reserves added to the UGB that are subject to flood hazard or have slopes in excess of 25 percent from the buildable land inventory and calculations of housing and employment capacity. UGB Ord Rec __ (UGB Alts Anal, Prelim, p.12). As amended by Ordinance No. 11-1252, Title 11 (New Urban Areas) establishes new local government planning responsibilities for urban reserve concept planning prior to inclusion in the UGB for hazard areas subject to Title 3 (Water Quality and Flood Management) upon additions of land to the UGB. Cap Ord Rec __. At the time of planning the new urban areas, the responsible city or county must ensure its new comprehensive plan provisions and land use regulations comply with Metro's Title 3 and statewide planning Goal 7. See LCDC Partial Approval and Remand Order 03-WKTASK-001524, p. 48.

The Metro Council concludes that the additions to the UGB made by this UGB ordinance are consistent with Goal 7.

Goal 8 (Recreation): Metro removed land in the urban reserves added to the UGB designated for park or open spaces use from the buildable land inventory and calculations of housing and employment capacity. Metro also set aside 2.2 percent of the land added to the UGB for future parks. UGB Ord Rec __ (UGB Alts Anal, Prelim, pp. 7-8). As amended by Ordinance No. 11-1252, Title 11 (New Urban Areas) establishes new local government planning responsibilities for urban reserve concept planning prior to inclusion in the UGB, and for new urban areas included in the UGB, for bikeways, parks and recreational trails. Cap Ord Rec __. Urbanization of the South Cooper Mountain area may affect Metro's Cooper Mountain Nature Park. The UGB includes a condition requiring coordination of planning for SCMA with planning for the park. UGB Ord Rec __ (Exhibit B).

The Metro Council concludes that the additions to the UGB made by this UGB ordinance are consistent with Goal 8.

Goal 9 (Economy): Although Goal 9 does not apply to Metro, the addition of 330 acres of land suitable and designated for industrial use and protected from conflicting uses advances the purposes of Goal 9. The Metro Council concludes that the additions to the UGB made by this UGB ordinance are consistent with Goal 9.

Goal 10 (Housing): Addition of 1,657 acres designated to provide needed capacity for housing helps achieve the purposes of Goal 10. Making the additions subject to conditions intended to make the housing affordable to the households forecasted to come to the region in the next 20 years also helps achieve the purposes of the goal. UGB Ord Rec __. The Metro Council, by Ordinance No. 11-1252, also submitted to the department in this periodic review process, amends Title 11 (New Urban Areas) of the Urban Growth Management Functional Plan to establish new “needed housing” responsibilities for local governments planning for urban reserve in preparation for addition to the UGB and for new urban areas once added to the UGB. UGB Ord Rec __.

The capacity ordinance adopted a new strategy for affordable housing: by integrating the region’s planning for transit and land use planning, the region will reduce the number of households that are burdened by combined housing and transportation costs. Cap Ord Rec 5157; 8168. Information not available at the time of adoption of the capacity ordinance indicates that the strategy will be effective: housing and transportation costs are proving to be lower in light rail “station areas.” The population and number of dwelling units in the region’s centers— where there are concentrations of higher density residential development and a broader range of housing types - is also growing. UGB Ord Rec __ (TOD Strat Plan, p. 25; CIS: State of the Centers, May, 2011).

The Metro Council concludes that the combination of actions taken in the capacity ordinance and UGB ordinances will make housing in the region more affordable and comply with Goal 5.

Goal 11 (Public Facilities and Services): Metro does not develop public facility plans; cities and counties do. Metro is responsible for coordinating public facility planning by cities and counties. ORS 197.025(1). The analysis of urban reserves considered for addition to the UGB and the coordination of that effort with cities, counties and service providers, fulfill Metro’s responsibility under Goal 11. UGB Ord Rec __ (Prelim Analy July 5, 2011, pp.3; 10-11; Att 2 (all); Att. 3).

Addition of land to the UGB does not change or affect comprehensive plan designations or land use regulations that currently apply to the land. At the time the appropriate city or county proposes to adopt new plan provisions and land use regulations to allow urbanization of the land, the city or county will be required to show compliance with Metro’s Title 11 (Planning for New Urban Areas) and Goal 11. See LCDC Partial Approval and Remand Order 03-WKTASK-001524, p. 49.

Goal 12 (Transportation): Metro developed cost estimates for an arterial and collector road network for each urban reserve under consideration, using the connectivity standards in the recently acknowledged 2035 Regional Transportation Plan. The analysis looked beyond the

boundaries of the reserve areas to connect the network to the transportation system within the existing UGB. Planning-level capital cost estimates for roads were developed using ODOT's "Highway Economic Requirements System" (HERS). UGB Ord Rec __ (UGB Alts Anal, Prelim, pp11-12; Attachment 2 (Analysis Area Summary Sheets; Attachment 4 (Transportation Analysis Cost Summary)). Metro also produced a preliminary transit evaluation, with estimated capital costs, developed by TriMet. The TriMet analysis estimated service feasibility, headways and span of service. UGB Ord Rec __ (UGB Alts Anal, Prelim, p.12; Attachment 6 (TriMet Preliminary Cost Analysis).

Metro's Title 11 (Planning for New Urban Areas), Metro's Regional Transportation Functional Plan (Metro Code 3.07) and Goal 12 will apply to the amendments to the responsible local governments' comprehensive plans and land use regulations to prepare for urbanization once urban reserves are added to the UGB. The Metro Council concludes that the UGB ordinance complies with Goal 12. See LCDC Partial Approval and Remand Order 03-WKTASK-001524, p. 49.

Goal 13 (Energy): There are no known sources of energy in the study area. Easements for transmission of electricity, gas and oil are mapped and accounted for. UGB Ord Rec __ (UGB Alts Anal, Prelim, p.16-17). Actions to use land inside the pre-expansion UGB by the capacity ordinance more efficiently will move the region to a more compact urban form. Conditions placed upon new urban areas by the URB ordinance will help ensure a more compact form of those areas. The Metro Council concludes that the capacity and UGB ordinances comply with Goal 13. See LCDC Partial Approval and Remand Order 03-WKTASK-001524, p. 49.

Goal 15 (Willamette Greenway): The UGB ordinance adds no land to the UGB that is subject to regulations to protect the Willamette River Greenway. The Metro Council concludes that the additions to the UGB made by this UGB ordinance are consistent with Goal 15.

Spoken Version

October 20, 2011



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Testimony2 Outline of Wilsonville Mayor Tim Knapp Before the Metro Council in Support of "Advance" Urban-Expansion Area (Metro UGB Analysis Area 4H)

Good day Council President Hughes and Members of the Metro Council

My name is Tim Knapp, and I serve as Mayor for the City of Wilsonville. I am here today before you to advocate for an amendment to the pending UGB Ordinance for inclusion of the proposed "Advance" Urban-Expansion Area.

Regional Jobs / Local Housing Imbalance

- 2002/2004 Employment Lands UGB Additions:
 - Coffee Creek, Basalt Creek, SW Tualatin and Tonquin Employment area total over 2,000 acres
- One-third of Wilsonville is industrial employment area
- Most employees commute to jobs in Wilsonville
- Transportation Impacts to major arterials
- Locate Housing near Jobs
- Increased residential housing options for employees

Wilsonville's Proven, Successful Track Record of Residential and Employment Lands Development

- Planned developments: Charbonneau, Villebois
- No voter-approved annexation
- City capacity — staff and ability to finance infrastructure

City's Investment in Infrastructure to Serve UGB Areas

- City \$47M investment in 2000 for Willamette River Water Treatment Plant for more capacity.
- City pending \$40M investment in 2012 for expanded Waste-Water Treatment Plant with more capacity.

Economies of Scale for Planning and Development

- 500-acre area – Frog Pond and Advance UGB areas
- Joint concept planning: more holistic, complete community
- Planning completed for core community facilities, including primary and middle schools and regional park/sports fields.
- Lower cost for public infrastructure.
- Provide certainty for developers' ability to move forward

Wilsonville Continues to Grow — Faster than Anticipated

- City's "20-Year Look" process completed in 2007 predicted a 2010 population of 19,019 residents, based on the medium-growth scenario.
- The 2010 PSU/Census-update count identified Wilsonville's population as 19,535, exceeding high-growth projections.
- Current, exceptional level of commercial, industrial and residential development totaling over \$100M.
- City desire for a more complete community with a compact urban form to provide jobs and housing in closer proximity.



October 20, 2011

President Hughes and Metro Council
Metro
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

Re: Forest Grove UGB

Dear President Hughes and Councilors:

We are perplexed as to Council's lack of consideration on the City of Forest Grove's request to include 115 acres for large-lot industrial use. Past presentations by the community have indicated that:

- MPAC voted to include the Forest Grove property for large-lot industrial as part of this UGB effort.
- There is a lack of large lot industrial sites in the City. The largest site is 34 acres in size and has been rejected by a high tech user due to its close proximity to residential and school uses.
- The interest in the site over the past several years indicates that Hillsboro's presence does not overshadow opportunities elsewhere. The City's lower power rates provide an incentive for high power end users to reject Hillsboro sites in favor of the Forest Grove community. Further, its proximity to active agricultural operations makes it well suited for a potential food processing site. As has been mentioned by us as well as others in previous testimony on this UGB matter, providing a variety of sites in the region is important to capture new private investment. Forest Grove's power rates truly offer an alternative found nowhere else in the region. With end user interest we have experienced, a new industrial site in Forest Grove is reasonable even with the supply of available sites in Hillsboro.
- Sewer and water services are nearby with capacity, a fact acknowledged by Metro staff's analysis. Further, the site is one parcel and no further consolidation is needed.

There are other matters that add to our lack of understanding:

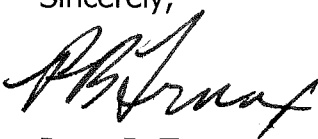
- As indicated in the staff report on this matter, large-lot industrial need was identified in the Urban Growth Report (UGR) from 200 to 800 acres. Including all the candidate large-lot industrial sites would result in a total of about 562 acres. This is reduced to 445 acres if the Hillsboro and Forest Grove sites were considered. Thus, the total requests fits within the need range identified by the Urban Growth Report. This is why MPAC support for inclusion of both the Forest Grove and Tualatin requests are appropriate and reasonable.
- While the record explains why the Hillsboro site was included, there is no explanation why other sites were not. This is particularly important since including all the sites would be less than the need established by the UGR.

Forest Grove is a community with a goal of being sustainable and vibrant with the provision of full services. The opportunity to add local jobs to the community creates the opportunity to reduce the carbon footprint. Further, Metro's sixth principle in identifying characteristics of a successful region states:

"The benefits and burdens of growth and change are distributed equitably."

The decision to add more industrial space in Hillsboro will simply result in increased demand for residential uses in Forest Grove. As is commonly acknowledged, residential uses do not pay for the services demanded. It is important to promote balance of uses in communities such as Forest Grove seeking such balance. Per capita, the City's assessed value is one of the lowest in the region. According to the U.S. Census, the city's poverty rate is the third highest (behind Fairview and Cornelius) in the region. Proportionally, the community is absorbing the region's poor without the benefit of needed jobs or tax revenue to help address this burden. Overall, Metro's action will further compound this disparity (i.e. burden) in the community and create further inequities in growth and change.

Sincerely,

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

Peter B. Truax,
Mayor

NAIOP

COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION
OREGON CHAPTER

October 20, 2011

The Hon. Tom Hughes, Council President
Metro Council
600 NE Grand Ave.
Portland, OR

Dear President Hughes and Councilors:

NAIOP has been an active participant in the urban growth planning and development process and we are committed to working with Metro policy makers and staff to achieve the goals of employment, economic development and revenue creation in the region. A vibrant, creative and sustainable economy is the foundation upon which the region will achieve the Council's desired outcomes. Livable communities; reliable, efficient and clean transportation and infrastructure; and social equity will require the region to have a globally competitive economy. The economy is more than an outcome; rather, it is the requirement for the region's livability, efficiency and sustainability goals.

To achieve the "Greatest Place," to move from great plans to great communities, we must have the financial resources that are created by investment and jobs. And to create jobs, we must have the infrastructure and the land resources required for companies to locate and prosper. We believe it is critical for the Council to focus on these basic economic inputs as you proceed with your deliberations regarding the current Urban Growth Boundary expansion process.

An inventory of industrial sites to meet the needs of expanding local companies and the requirements of firms wanting to locate in the Portland metropolitan region is a prerequisite for competitiveness. We realize that the exclusive focus of this UGB expansion is on industrial sites greater than 50 acres, due to the conclusions in the Urban Growth Report that the region did not lack industrial sites less than 50 acres. The current UGR has rightly identified a lack of these sites, estimating a need for between 200 and 1,500 acres of these larger parcels. **We recommend that between 800 – 900 acres of large lot industrial land should be added to the UGB. At a minimum, we support Ord. 11-1264 that will add 330 acres in the North Hillsboro Area. If additional large lot industrial land is included in the UGB, we support adding the land in locations that can be serviced and have the local governance in place to bring these sites to market expeditiously.**

Officers

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We think there is wide agreement that simply having an inventory of vacant land designated for industrial uses is not enough to meet the region's economic development and job creation goals. We need to move past a gross acreage inventory, to one that is more reflective of development readiness to meet market demands. To contribute a better understanding of development readiness, the region is currently engaged in the Industrial Lands Inventory and Site Readiness Project (the "Project"). This Project has been introduced in other testimony and communication and, since NAIOP is a financial contributor to the Project, we wanted to take this opportunity to report on a few of the current findings of the inventory that have been referenced in other testimony.

Phase 1 findings identify 57 sites in the metro region that are larger than 25 acres and zoned/concept planned/or designated for future industrial uses. Of these 57 sites, 53 are currently in the UGB and 4 are outside the UGB (located in Urban Reserve Areas). The methodology makes a distinction between sites and parcels. Since the purpose of the Project is to identify sites that could be used by companies, who would aggregate parcels, the methodology went beyond looking only at individual parcels and included parcels that would need to be aggregated into sites. Thirteen of the 57 sites are in multiple ownerships and require aggregation, and in some cases, such as one site in the Coffee Creek area, have up to 15 individual property owners.

The Project has put the site inventory into 3 tiers, depending on the time required to develop. Tier 1 sites, of which there are 10, can be shovel ready within 6 months. Of these 10 Tier 1 sites, there are only two greater than 50 acres - one greater than 100 acres and one greater than 50. Eight of the Tier 1 sites are less than 50 acres. There are 16 Tier 2 sites, which would require between 7 and 30 months to be development ready. Of these 16, only four are over 50 acres, with none being greater than 100 acres. Using 50 acres as the minimum definition of "large lot industrial", the region has six sites that can be development ready over the next three years. And these six sites have their own complications that affect their marketability.

Of the 57 sites included in the Project, 31 are in the Tier 3 category, meaning that they will require more than 30 months to be development ready; in some cases much more than 30 months. This category includes West Hayden Island; three brownfield sites located adjacent to the Willamette River; four separate sites in the Coffee Creek area with multiple ownerships; and the 330 acres in North Hillsboro that you are considering tonight for inclusion in the UGB.

The Study provides many insights into the market readiness of the regional land inventory and work continues on the project. A more complete discussion of the findings will be coming in the next few months. We are optimistic that the Project can inform future discussions on regional infrastructure investments and provide more detail for future regional land decisions.

While we support the inclusion of parcels over 50 acres suitable for employment purposes in the UGB, we must emphasize the additional land needs that are necessary to support a robust economy. We request that as the region embarks on the next land supply and needs analysis in the next few years, that Metro carefully consider the market realities that the region faces regarding sites for new jobs.

As is commonly assumed, the majority of new jobs and economic growth is created by small and medium size businesses. These firms require parcels much less than 50 acres, and in many cases, much less than 25 acres. Last year we asked two of our real estate brokerage members to use their internal site databases to analyze market activity and availability of sites equal to or less than 25 acres in the metropolitan area. CB Richard Ellis' (CBRE) local office determined that over the last 10 years, the region has averaged 30 sales of land parcels less than 25 acres per year; the average parcel size per sale was 5.4 acres; and the average price per square foot was \$5.42.

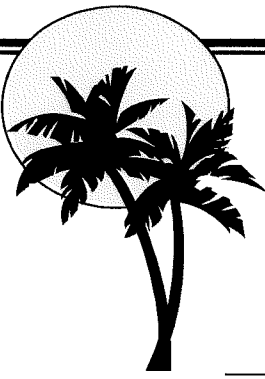
As to availability of these size parcels, CBRE found that there were **142 parcels under 25 acres** for sale in Greater Portland (Oregon only). Capacity Commercial, another local brokerage firm, determined from their analysis that there were **11 sites 25 acres in size** that are viable sites for a company to purchase and construct a facility today. Assuming historical absorption rates, it is fair to assume that the region has less than a 20 year supply for these smaller, market viable industrial sites. While 50 and greater acre sites are an important component of our industrial land base, we look forward to the next UGR process to ensure the region is competitive for all sizes of parcels for new jobs.

In closing, our Oregon NAIOP chapter and its members are committed to a partnership with the public sector to ensure that we have the resources necessary to build a strong, competitive and sustainable economic foundation in this region. Without this foundation, we will not have the jobs, tax revenue and quality of life that we need and deserve from such a great place. This partnership requires policies and decisions at the public level that will ensure that we have the tools and the basic requirements for a competitive economy. We trust you will make those hard choices.

Sincerely,



Mike Wells
CB Richard Ellis
2011 Chapter President



Citizen Participation Organization 6 (CPO 6)

Chair: Eric Squires CPO6@EricSquires.com

Vice Chair Rex Nere-CCI Rep. Liles Garcia

CPO Secretary Robert Fedr

www.CPO6.com

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Reedville ■ Cooper Mountain ■ Aloha

Citizen Participation Organization Dist. 6

TVF&R Board Room

20665 SW Blanton, Aloha

Map link: <http://mapq.st/gJGFkA>

"For the record my name is Eric Squires and my address is 17172 SW Rider Lane, Aloha Oregon, 97007."

"Council President and members of council."

I have submitted testimony via fax in support of WashCo CPO 6 Committee Leader Steve Larrance and his letter to Metro dated August 4th, 2011. CPO 6 voted in unanimous support of the ideas referenced in that letter.

I have also submitted to Metro a DVD of the 10-17-2011 Washington County Public Affairs Forum in person today, at the request of CPO 6 volunteers.

CPO 6 expresses a theme noted also by Commissioner Schouten in his testimony: Unanswered Questions. We cite Metro COO's report stating concerns with transportation capacity issues, noting TV Highway specifically.

Eric Squires CPO 6 Volunteer

A CPO IS A PLACE WHERE YOU CAN -

- Find a forum to discuss issues ■ Get unbiased information
- Meet neighbors interested in the community that will listen to concerns and work to find solutions



Testimony In Support Of
Metro Ordinance 11-1264A

Submitted by
Jonathan Schlueter
Executive Director
Westside Economic Alliance

Thursday, October 20, 2011
600 N.E. Grand Avenue
Portland Oregon

(Greetings To Metro President Hughes and Councilors)

Earlier today, more than 400 business and community leaders from across the state gathered in downtown Portland for the 8th Annual Oregon Economic Forum, sponsored by the University of Oregon. Metro Councilors and staff listened as state economists explained how our state's unemployment rate hovers at 9.6 percent, and is teetering on the brink of another economic recession, and the return to higher unemployment rates.

While most of us came away from today's Forum feeling frustrated and saddened by the prospect of continued economic recession, others in this room have pointed to Oregon's high unemployment rate as proof that we don't need to expand the urban growth boundary, because our population growth has slowed, our home building industry is on its knees, and the employment growth in our region has flat-lined..

For those who believe that Oregon's recession allows us to delay expansions to the UGB and planning for future residential and employment growth in our region, I would like to offer five responses:

1) Driving without headlights

In my oral and written testimony on October 6, WEA observed that all seven of Metro's proposed expansion areas totaled only 1.25 percent of the current UGB area--at a time when our region is expected to grow by a million more residents in the next 20 years. I explained this is a lower growth rate than Washington County has experienced in the past 40 years, lower than any state west of the Rocky Mountains has experienced in the past decade, and lower than Oregon has experienced in any decade since we became a state. It is also significantly less than Metro's own projected growth rate of 1.4 percent annually through 2035.

2) Failing To Reach Even Modest Growth Opportunities

Last year, Metro's urban growth report identified a need for 200-1500 acres of large lot industrial land in our region during the next 20 years, and Metro COO Michael Jordan recommended 330 acres north of Hillsboro to provide future employment needs in our tri county region. While there have been several proposals to add employment areas north of Hillsboro, Cornelius and Forest Grove, and south of Tualatin, Ordinance 11-1264A still does not include these requests.

This creates another dilemma for the Metro Council today, since the 330 acres proposed north of Hillsboro, falls far short of the region's "*lower middle third*" projections for future employment areas.

3) Discounting The Threat of Global Warming and "Environmental Refugees"

Up until two years ago, climatologists and urban planners were warning us about the imminent tide of "*environmental refugees*" who would be moving here from other parts of the country, after being blown away, burned out, flooded over or dried up in other states, and eager to start a new life in more temperate Oregon. By limiting our regional vision to "*the lower middle third*" of future population growth projections, Metro will be dismissing these threats, and assuming these unfortunate people will stay where they are.

4) Fencing Out Young People and "Economic Refugees?"

Up until two years ago, urban planners were also predicting an influx of "economic refugees," moving to Oregon after losing their homes, jobs and businesses in other parts of the country, and ready to start over here. By accepting the "*lower middle third*" of future population growth projections, Metro will also be assuming \$4.00 gas prices will be a sufficient deterrent to keep these victims from making this their "greatest place," and contributing to our "vibrant communities."

5) Ignoring The Appeal of "Vibrant Communities" and "Making The Greatest Place"

For the past three years, Metro planning efforts have promised "*vibrant communities*" for those who share in the regional vision for "*making the greatest place.*"

By accepting the lower middle third as the limits to our future population growth, we are also assuming that people outside this region won't move here to share in our success. But if we truly believe in the outcomes we have set for our region, why won't people outside our region want to move here to be a part of this ambition?

Westside Economic Alliance rejects the notion that a recessed economy excuses the need to plan for future population growth and economic recovery in our region, and for our state. To the contrary, we must work harder and better to meet these needs.

“Those who fail to learn the lessons of history are doomed to repeat them.”

George Santayana

The Oregonian this morning described the 2002 UGB expansion, which added 18,836 acres in rural Clackamas and Washington Counties, as a debacle, since little or no planning or development has materialized in the past nine years, and is unlikely to meet the ambitious goals for 38,500 housing units. To those who argue that the lack of development around Damascus signals a lack of need, WEA offers four responses:

1) The Lack of a 20-year Developable Land Supply

Conceding that development in and around Damascus is unlikely to happen, validates the warnings WEA outlined in 2002, and also confirms the 20-year land supply Metro claimed at the time, was never really there. The fact Oregon's unemployment rate has topped the national average ever since, suggests that by limiting economic development opportunities in our tri-county urban region, we have outsourced job opportunities and local tax base to Clark and Lewis counties on the north, Hermiston and the Tri-Cities on the east, Marion and Linn counties on the south, etc.

2) High Centering the Regional Transportation Plan

If we our region is ready to concede that development in and around Damascus is unlikely to happen, we must also concede that Metro's 2035 Regional Transportation Plan was obsolete and irrelevant before it was even printed, because the Sunrise corridor, surface arterials and public transit routes won't be possible in our life times. But with 17,500 new residents moving into South Hillsboro, the RTP also fails to address the transportation needs of the areas where development is now likely to occur.

3) Promises Without Planning: Brownfields and Redevelopment

While the lack of development in rural Clackamas County has been disappointing, the lack of redevelopment, and the loss of industrial capacity in north Portland and in other parts of the region has become an even bigger concern.

On December 2, 2010, WEA testified before the Metro Council and cited a list of industrial areas inside the UGB which have been lost to local policy decisions and zone changes. These areas included N.E. Airport Way, Colwood Golf Course, the Columbia River Slough, and the Fields property in Tigard, as examples.

But in the past 10 months, our region has continued to see a continued decline in the industrial capacity of our region, and the places Metro has identified for future employment opportunities in our region. These most recent examples include:

West Hayden Island --- Metro has included 404 acres in the region's industrial land supply. But the City of Portland has indicated it will only allow ~300 acres to be annexed and developed for industrial use

Rivergate Industrial Zone—The recent news that SoloPower Inc. plans to build a \$340 million manufacturing facility in north Portland was welcome news to our region, and the 480 people who are expected to work there in the next 5 years. But this one company will occupy two of the largest industrial zoned buildings remaining in north Portland, and further restricts a limited supply of facilities for other employers---less than 6 months after Metro's 2030 "capacity ordinance" was adopted.

Blue Heron Paper Mill --- When the Blue Heron Paper Mill closed earlier this year, 170 family wage manufacturing jobs were lost and a 22-acres of industrial land in Oregon City was lost from the local tax base. It is doubtful whether this facility will ever be used again to manufacture paper. So how will the community redevelop and restore the productive capacity of this facility?

LSI Logic

Last week, the Port Commission approved the purchase of 222 acres of industrial land in Gresham, often referred to simply as the LSI site. This property represents the only industrial property in our tri-county region, offering >100 acres of developable land in a single ownership. The Port's purchase signals actual development is now more likely, and underscores the importance of maintaining a regional supply of large lot industrial sites in other parts of the region.

Westside Economic Alliance supports adoption of Ordinance 11-1264A---as far as it goes. But we remain concerned by the small amounts of developable land that are being proposed for future residential and industrial development, when developable areas inside the UGB are being consumed, or diverted to other purposes.

For our region to break the cycle of high unemployment, rising homelessness and alarming numbers of hungry people in our community will require bold and decisive action not found in Ordinance 11-1264A. We cannot achieve the desired outcomes for our region, deliver on the promises for "Making The Greatest Place," or create "vibrant communities," if we continue to limit access and deny opportunities to a growing number of our neighbors and constituents.

Councilors, your constituents deserve better, and we are waiting for your help.

Jonathan Schlueter
Executive Director
Westside Economic Alliance



Oregon

John A. Kitzhaber, MD., Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
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October 20, 2011

Metro Council
600 NE Grand Ave
Portland, OR 97232

ODOT supports the COO recommendation for inclusion of the North Hillsboro, South Hillsboro, Cooper Mountain, and a portion of the Roy Rogers West areas in the Metro urban growth boundary (UGB). We support maintaining a compact growth form that encourages higher density, mixed use development generating fewer auto trips dependent on using the limited highway capacity available in the region.

We are currently actively engaged with the City of Hillsboro and Washington County on transportation planning for both of the Hillsboro sites and look forward to continuing this collaboration to complete an interchange area management plan for the Brookwood Interchange near the North Hillsboro site and the TV Highway Corridor Plan that addresses the South Hillsboro site. Our specific comments regarding these two areas are as follows:

North Hillsboro: ODOT supports the COO-proposed conditions to require city designation of the area as a Regionally Significant Industrial Area (RSIA). ODOT also supports COO-proposed conditions that the city provide for large lot industrial use and limit other uses consistent with the RSIA designation.

ODOT requests that the UGB amendment decision include an additional condition as follows: *The City of Hillsboro and Washington County, in partnership with ODOT, shall complete an interchange area management plan for an adequate and safe local transportation network. This plan must be completed and adopted by the Oregon Transportation Commission prior to permitting urban development.*

South Hillsboro: ODOT requests that the UGB amendment decision include an additional condition as follows: *In coordination with ODOT, the City of Hillsboro and Washington County shall complete the TV Highway Corridor Plan and Hillsboro TV Highway Focus Area Corridor Plan consistent with the Metro Regional Transportation Plan and the Oregon Highway Plan. The TV Highway Corridor Plan must be completed and adopted—locally, regionally, and by the Oregon Transportation Commission—prior to permitting urban development and the Hillsboro TV Highway Focus Area Corridor Plan must be adopted locally and by the Oregon Transportation Commission prior to permitting urban development.*

Comments regarding other areas that have been proposed for inclusion in the UGB are as follows:

South Cooper Mountain: No comment.

Forest Grove North-Purdin: Prior to allowing urban development in this area, safety concerns at the intersection of Verboort/Purdin roads with OR 47 would need to be addressed.

Tonquin: Traffic from this area would access I-5 through the Elligson interchange. There are existing congestion issues at this interchange. ODOT does not have plans or funds to improve it. Also, please note additional comment below concerning the I-5 mainline.

Advance: Development in this area would add additional traffic to Wilsonville and Elligson Road interchanges on I-5 and the mainline of I-5. I-5 serves as the major southern access to the central city and is an important freight corridor, also providing access, via OR 217 to Washington County. Appropriate improvements in this corridor have not yet been determined and the Metro RTP recommends refinement planning, which has not yet been funded. Development in this area would also add traffic to the Stafford Road interchange on I-205. I-205 in this area has four lanes and currently needs to be widened to six lanes. ODOT does not have funds to make interchange or mainline improvements to I-205 in this area.

Cornelius East: This proposal includes a narrow strip of land that extends east of Cornelius along OR 8. OR 8 is classified in the Oregon Highway Plan as a Statewide Highway with a management objective of providing safe and efficient, continuous-flow operation. ODOT has significant concerns about development of retail or other uses that would desire direct access to the highway. We do not recommend addition of this area in this configuration. If this area is added to the UGB, ODOT requests that the decision include the following condition: *The City of Hillsboro and Washington County, in partnership with ODOT, shall complete an access management plan for OR 8 for the area extending from S 26th Avenue in Cornelius to the western Hillsboro city limits. This plan must be completed and adopted by the Oregon Transportation Commission prior to permitting urban development.*

Cornelius South: This area is south of the Portland and Western railroad line that runs just south of OR 8. Urban development in this area may generate additional traffic that would require upgrades to the intersections of OR 8 at S 26th and SW 345th avenues as well as the rail crossing of both streets. Due to the proximity of SW 345th Avenue to N 31st Avenue, additional traffic may necessitate realignment to create a single intersection with the highway. The existing railroad crossing at SW 345th Avenue does not have crossing gates and current safety features for urban traffic. If this area is added to the UGB, ODOT requests the decision include the following conditions:

(1) The City of Cornelius, in coordination with ODOT, shall evaluate and address traffic impacts from planned development of this area to the OR 8. (2) The City of Cornelius shall evaluate rail crossings affected by development in this area and ensure they are brought up to current safety standards prior to allowing development of this area.

Roy Rogers West: No comment.

Sherwood West: Inclusion of this area would extend growth of the City of Sherwood to the west, on the west side of OR 99W. OR 99W is classified in the Oregon Highway Plan as a Statewide Highway with a management objective of providing safe and efficient, continuous-flow operation. It is also a designated freight route and thus, serves an important role in regional and state truck movement.

Future urban development in this area needs to address access management along 99W, possibly including a parallel access road. A new signalized intersection with Brookman Road, as realigned consistent with the Brookman Road Concept Plan, would also be needed. The Sherwood Transportation System Plan has identified the need for addressing geometric, safety and operational problems at the OR 99W/Kruger/Elwert/Sunset intersection. The city is currently collecting system development charges towards this improvement. Current traffic studies indicate that the OR 99W/Kruger/Elwert/Sunset intersection is currently at capacity and construction of new public street connections to south on the highway could be costly due to elevation differences between northbound and southbound lanes on the highway. If this area is added to the UGB, ODOT requests that the decision include the following condition: *The City of Sherwood, in coordination with ODOT, shall develop an access management plan that directs access from properties adjacent to the highway to local roads, along with adequate spacing of roads intersecting the highway to address safety and operations on the highway.*

ODOT appreciates the opportunity to comment on the proposed Metro UGB amendments. If you have any questions, please contact me at 503-731-8228 or elaine.smith@odot.state.or.us.



Lainie Smith, AICP
Region 1 Senior Policy Advisor

Comments on the proposed UGB expansion

By James Crawford

October 20, 2011

503-341-0943

Starbirdfarms@Hughes.net

"Son, stocks may rise and fall, transportation systems and utilities will collapse, people are no damn good, but they will always need land to live on and they'll pay through the nose to get it."

With these immortal words, Gene Hackman playing the roll of Lex Luthor in *Superman, The Movie*, explained his evil plot to use nukes to trigger a massive earthquake that would cause the coast of California to slide into the ocean, transforming the millions of acres of worthless dessert land that he had been buying up into valuable, beach front real estate.

Oregon's much vaunted land use planning laws have been a metaphorical nuke that has rendered most of the land in the state undevelopable, thus making the remaining land that is buildable far more valuable. Since the UGB was created, buildable land has appreciated at an average rate of nearly twenty percent per year while land values outside the UGB have remained stagnant. The UGB has resulted in a massive wealth transfer of hundreds of Billions of Dollars from rural land owners to urban residents, speculators and developers.

There are and remain valid reasons to have UGBs. A well managed UGB will preserve valuable agricultural and forestry lands while focusing development on existing urban areas and adjacent exception lands to efficiently utilize existing urban infrastructure. Furthermore; METRO was created to ensure that the Portland Metropolitan area's UGB would be administered with a regional rather than local perspective. It was claimed that without an entity such as Metro, vast and remote areas of prime, Washington and Clackamas County farm land would become urbanized while low value, rural residential exception land closer to the urban core in Multnomah County would remain underdeveloped.

Unfortunately; experience has shown that these arguments are merely a pretext. Metro's original UGB excluded exception lands in Multnomah County while including vast areas of prime, Washington County farm land along the Sunset corridor. It is no coincidence that much of this land had been

owned by or optioned too politically influential speculators such as Standard Insurance. Prominent politicians who helped write Oregon's land use planning laws also benefitted when the UGB was first designated. As an example, the UGB just happened to include hundreds of acres owned by then State Senator Tom Hartung. The Senator promptly evicted the dairy farmer who had been leasing his land for decades so that it could be sold for development.

The recently completed designation of Urban Reserve and Rural Reserve lands by Metro continues this tradition of insanity. While rural residential exception land near the urban core that is of little value for farming and forestry was excluded from the Urban Reserves, high value farm land surrounding Hillsboro, Beaverton, Forest Grove and Cornelius was included.

This pending decision by Metro to bring hundreds of acres of prime farm land South of Hillsboro into the Urban Growth Boundary only confirms the suspicion that the goal of preserving resource land is merely a pretext for a political spoils system that transfers wealth to a privileged elite. When measured in drive or bus ride time, housing in this location would be far removed from Hillsboro's high tech corridor. Although upgrades to Cornelius Pass Road and Brookwood are ongoing, the added capacity will be inadequate to accommodate the ongoing infill and refill development of existing urban areas in Aloha. The proposed UGB expansion is also far removed from employment centers in Beaverton. The proposed UGB expansion will only increase traffic on the Tualatin Valley Highway which is already severely over utilized. Existing development along the TV highway either precludes or makes it prohibitively expensive to increase capacity. Commuting to employment in Portland from this area will be an epic journey comparable to what the pioneers faced on the Oregon trail. The proposed UGB expansion area is the wrong type of land in the wrong location at the wrong time.

To be fair it must be acknowledged that there have been times when Metro has honored it's mandate to manage the UGB in a responsible manner. When Metro expanded the UGB in 2002, extreme care was taken to identify exception land and bring it into the UGB while excluding valuable farm land. Unfortunately; the politicians, the bureaucrats, and politically connected speculators and developers have been having a temper tantrum ever since. With the exception of one farm in the North Bethany area for which a developer was given a special dispensation from the concept planning and zoning process, none of the land that was brought into the UGB in 2002 has been urbanized.

The rationalization for bringing yet more, prime, Washington County farm land into the UGB is that urbanizing the rural residential exception lands that METRO brought into the UGB in 2002 is impractical. One can make a cogent but rebuttable argument that this is true for the Damascus area. However, it has become irrefutable that development of these UGB expansion areas has been actively impeded by politicians and bureaucrats who have abused their land use planning authority.

The most flagrant example of this corruption and collusion is the Bonny Slope area. This area of rural, residential land located only minutes away from down town Portland, Beaverton and Hillsboro's high tech corridor is a classic example of the type of low density, semi suburban development that Oregon's land use planning laws were allegedly intended to prevent. It is also the type of land that Oregon's land use planning laws dictate should have priority for responsible urbanization. All major

infrastructure including arterials, sewers and water mains, is already in place. Many of the land owners of Bonny Slope had even entered into option agreements with developers, who had the personal assurances of former METRO Executive Officer Mike Jordan that development would be enabled. These option agreements effectively aggregated the extremely parcelized area to enable efficient, refill development.

The response of government agencies such as Metro, the City of Portland, and Multnomah and Washington Counties was to simply refuse to begin the concept planning that was needed to enable development of Bonny Slope until the developers finally became frustrated enough to abandon their contracts. (Or were the developers offered incentives, such as a dispensation from the concept planning process for land that they had optioned in North Bethany, to abandon those contracts?) When the concept planning and zoning finally began, ECONorthwest was tasked with writing a Constrained Lands and Marketability Analysis that purported to prove that no land owners would sell, no developers would buy, and all existing structures no matter how valueless would be retained to impede redevelopment. Given the refusal of ECONorthwest and various government officials to acknowledge the vast discrepancy between the presumed land values that were used in this study and the prevailing prices, this study is charitably described as fraudulent. The expert land use planners at Metro, Multnomah County, and the City of Portland also refused to acknowledge the existence of the sewers on their own Existing Infrastructure Map until the land owners forced them to do so.

When the concept planning and zoning process had progressed far enough to prove that urbanization of Bonny Slope was not only feasible but extremely cost effective, the politicians and bureaucrats had another temper tantrum. The Concept Planning and Zoning process was abruptly aborted. The briefing memos for the 11-02-09 & 01-04-10 meetings of the Multnomah County Planning Commission that contained all of the critical feasibility studies for sewer and water service as well as a traffic impact analysis were deleted from the Bonny Slope West website. This willful destruction of evidence enabled the politicians to claim that development of the area was not feasible. The planning elites continue to assert that the City of Portland's idiotic proposal for a pumped sewerage system as well as the equally idiotic and environmentally irresponsible Parkway across the most sensitive segment of the Bronson Creek canyon would be needed to enable development. Various politicians and bureaucrats who decorum prevents me from naming, then waged a campaign of character assassination against the land owners of Bonny Slope, libeling and slandering and demonizing people whose families had owned their land for decades as "speculators". Multnomah County Commissioner Kafoury falsely claimed that only one land owner in Bonny Slope had been interested in selling. Oregon Representative Mitch Greenlick stated that the refusal to urbanize the area had done no harm because no developers had lost money. Greenlick went on to demonize people who'd owned land in the area for decades as "speculators" and asserted that their option contracts and contracted prices were "delusional."

The establishment eventually took steps to "resolve" the problems related to Bonny Slope. The Multnomah County Planning Commission eliminated the simplest solution to the "Governance Issue" by designating a small, adjacent area of rural residential exception land as Rural Reserve to ensure that Bonny Slope could never be contiguous with the City of Portland. Former Washington County Chair Tom Brian and former Washington County Commissioner Desiree Strader illegally decreed that Clean Water Services would not be permitted to provide sewer service to the area even though their own CWS experts had determined that it was extremely feasible to do so for nearly zero, off site infrastructure costs.

It is difficult to understand the motivation for this refusal to enable urbanization of Bonny Slope. Obviously; the refusal to develop Bonny Slope and other exception lands has, is now, and will in the future be used to justify bringing more, prime Washington County farm land into the Urban Reserve and UGB as is now occurring today. It has also been suggested that the area might have been developed if the right people with the right political connections had owned the land.

While political opportunism and crony capitalism might have motivated the refusal to enable urbanization of Bonny Slope, it appears that there is yet another, somewhat more subtle but equally corrupt motive. As stated in the Initial Conditions Report, the Bronson Creek canyon has been identified as a regional trail and greenspace corridor. The land owners who had been contracted to sell for development were well aware of this. They had in fact reached a consensus that the unbuildable land along Bronson creek would be donated for a park. When aggregated with the existing, Northeast Neighborhood "Park", this would have created a park extending from Saltzman Road to Northwest 120th. This donation could have eventually become a critical link between the trails maintained by the Tualatin Hills Parks and Recreation District and Forest Park. Unfortunately; the bureaucrats and politicians were not satisfied with this generous offer. They demanded that the land owners submit to the confiscation of an arbitrary 600 foot wide corridor along Bronson Creek as well as all of its tributaries, real or imagined, without just compensation. Given the well documented desire of various government agencies and quasi public groups such as The Trust For Public Lands and the Nature Conservancy to acquire almost all of the land in Bonny Slope for a regional park to benefit surrounding communities, it is not inappropriate to ask if there has been a criminal conspiracy to knowingly and intentionally defraud the land owners of the opportunity to sell for development so that their land can be acquired or confiscated without just compensation.

It is tempting to suggest that Metro should not be allowed to bring more land into the UGB until some fraction of the rural residential lands that are already inside the UGB have been developed. However; such a tactic would no doubt be futile. Furthermore; as the largest land owner in the Bonny Slope area, I realize that the existing concept plan that Multnomah County refuses to enable is intended to effectively confiscate as much land as possible without just compensation. My only point in speaking here today is to suggest that the incompetence, corruption and collusion that Metro has demonstrated in dealing with Bonny Slope demonstrates that Metro has neither the intelligence nor the integrity to have any credibility to as an arbiter of the regional UrbanGrowth Boundary.

From: Cherry Amabisca
13260 NW Bishop Road
Hillsboro, OR 97124

Date: October 20, 2011

To: Metro Council President and Councilors

Re: **NO UGB expansion** *this cycle*

Dear President Hughes and Councilors:

You may not have noticed, but in your packet for the past few weeks, at the very end, is a set of maps submitted by the City of Hillsboro for alternatives for the UGB for industrial use. If you look closely at these maps (and I only included one for reference), you can see why many of us are concerned about Hillsboro's rush to plan new roads not only through urban reserves (which have had no concept plans completed) but also through rural reserves.

You can see on the south side of the Sunset, new arterials spanning the urban reserves from Brookwood Road all the way west to Jackson School Road. Another new arterial goes north, crossing the Sunset up to West Union Road. On the north side of the freeway, this new arterial goes through rural reserve land north to West Union Road. And a new collector road goes from Helvetia Road all the way west to Jackson School Road, cutting straight through urban reserves and rural reserves. Another new collector is north of West Union Road, in rural reserve lands.

We get concerned because first we see a line on the map. That line becomes an expectation that turns into a TIGER grant which becomes a funded road, all before concept planning and citizen involvement occur. These lines lead to expectations about where urbanization will occur. Then, once they are built, it justifies urbanization, "Well, we already invested in the infrastructure, we need to urbanize this farmland." These roads through urban reserves and rural reserves are not just lines on a map drawn in by a traffic engineer - they lead to expectations about where the city wants urbanization to occur. They create a domino effect: speculators are poised, farmers feel pressured, and a defacto urbanization accelerates as farmers realize their land will be carved up for roads.

It is this kind of premature planning that makes citizens skeptical about the intentions of their governments. Based on these partial maps, the City of Hillsboro has been busy carving up farmland both in urban reserves and rural reserves - how much more have they planned that they have not shared with citizens? Why are they jumping the gun and planning new roads before involving citizens in concept planning?

On another matter, I'd like to invite you and the members of the audience to attend a screening of a documentary about one of Helvetia's century farms, the Gates farm. Pam and Spencer are 4th generation farmers of their 309-acre farm and Spencer is a descendent of Joe Meek. You have seen them testify before you in favor of rural reserves. They have been filmed for the past year by a filmmaker from Northwest Filmmakers as the urban and rural reserves process has played out, putting their 125-year-old farm under the threat of urbanization. It is a free screening, open to the public, starting at 6:00 p.m. with a reception for the filmmakers and at 7:00 p.m. with the screening. We hope to see you there!





**UGB
Alternative #1
690 Acres**

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 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
- Legend**
- 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	Less:	Net	Less: 10%	Net	Employment	Employment
Gross	Constraints	Acres	for Future	Buildable	Density	Capacity
Taxlot			Roads	Acres		
Acres						
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

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Printing Date: June 16, 2011
File: WUGIS_ProposalR0002
Urban Reserve/UGB/UGB Scenario Update 041411
RoadNetwork\Alt1_North_Hillsboro_Exp_0411_041411_Sheets.mxd

Helvetia documentary "Century Farm" - Free Admission to Screening
Open to the public
Sunday, November 6, 2011
7:00 p.m.

Portland Art Museum, Whitsell Theater
1219 SW Park Avenue
Portland, OR 97205



Hello Helvetia Supporters!

Melissa Rue is a filmmaker who has been filming Pam and Spencer Gates for the past year as they went through the Urban and Rural Reserves process. Pam and Spencer have been active in testifying for rural reserves for the farming community north of the Sunset Highway. The Gates Farm is a Century Farm on the corner of NW Jackson Quarry Road and NW West Union. A descendent of Joe Meek, Spencer is the 4th generation to farm this 309-acre heritage farm over the past 125 years.

Melissa's documentary, "Century Farm" will be screened on Sunday, November 6 starting at 7:00 p.m. at the Portland Art Museum's Whitsell Theater. We hope you, your friends, and family can attend this special event to learn more about one special farming family in the Helvetia community.

Here's what the filmmaker, Melissa Gregory Rue, has to say:

"As you can imagine, it's not possible to get into all the complexity of the process your community has been through in a 10 minute film, which is what I was required to do for my program. This film is very personal, a portrait of the Gates family as

they've confronted the encroaching development, and I've tried to leave it open in a way that allows it to speak to the universal nature of this problem across our country. Here's the info on the screening, and I sure hope to see some familiar faces from the Save Helvetia crew. A million thanks for all your help on my project!

"Century Farm" will screen at The Portland Art Museum's Whitsell Theater on Sun., Nov. 6. The program is called "Certifiably Yours: New Films from the School of Film" and it's the graduation screening for those of us completing the certificate program at The Northwest Film Center. There are 10 other films showing, and I'm not sure what the order is yet, but the whole thing starts at 7 p.m. It's free and open to the public.

Beforehand, at 6 p.m. the school hosts a reception for the filmmakers in the Andree Stevens Room of the Art Museum. It's open to the public as well."

Here's a link to the webpage for the screening info: <http://www.nwfilm.org/screenings/36/355/#2174>

Sunday, November 6th, 7:00 pm
Whitsell Auditorium
1219 SW Park Avenue
Portland, OR 97205

**Robert Bailey
7455 N.W. Helvetia Road
Hillsboro, Oregon 97124**

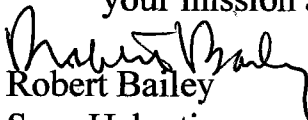
October 20, 2011

**Metro Public Hearing
Proposed Urban Growth Boundary Expansion**

Opposition to Proposed North Hillsboro Expansion Area

- I provided verbal and written testimony before you on October 6th. I asked questions about citizen involvement, adherence to the public meeting laws, and disclosure of possible conflict of interest. These questions went unanswered then and remain unanswered. Meanwhile, Metro has disbanded its citizen involvement advisory committee process, indicated only 6 months ago that they did not have to abide public meeting law regulations during the Reserves Process, and observed the lack of conflict of interest disclosures in Washington County. This creates, for me, a credibility problem for the current process.
- Metro is on the verge of rewarding development leapfrogging, rewarding the development of areas with low parcelization, and rewarding the development of lands with current and viable agriculture. This, before developing closer in and contiguous properties with higher parcelization and lands not in active agriculture. Instead, reward compact urban form, contiguous development, and minimize the cost of infrastructure.
- Metro is enabling local governments in foisting the costs of corporate “dating” onto taxpayers. Hillsboro and Washington County want to create the “package” of infrastructure and other amenities through which to lure corporations to the area. Then, there will likely be additional gifts negotiated to help retain these corporations. However, it just so happens that the package is a proposed gift from the taxpayers, not the development packagers.

- If Metro concentrates expansion in western Washington County, taxpayers there will be asked to shoulder much of the costs of infrastructure. The professed benefits of expansion are said to be for the **region**. While area taxpayers have to date supported past infrastructure expenses, there is no guarantee that this will continue. Political support for this process might be robust among the developers and the governments that stand to benefit from the potentially expanding revenues and tax base, but the political margin among voters for this is thin. Expecting too much largess from taxpayers or giving too much away in behalf of taxpayers might instead result in taxpayers turning away from supporting expensive infrastructure “packages”. Is there not volatility among taxpayers from both sides of the political spectrum?
- You also ask the western part of the region to shoulder an unequal burden in the taking of more agricultural lands than the rest of the region. The taking of foundation farm land, within a context of compelling need, should be shared across the region.
- Any urban growth boundary expansion must be compelling by need. This expansion proposal is not compelling.
- Any urban growth boundary expansion must be burden shared. This expansion proposal lacks regional burden sharing.
- Any urban growth boundary expansion expense must reasonably be shared with wealthy corporations. You are selling taxpayers short, enabling the creation of the “package”. I have always been of the mind that the gift is from the giver and that there is a close and intentional relationship between giver, gift, and recipient. You are creating a gift without the clear consent of the giver. You will give it to an entity without the consent of the giver. In so doing, you put your mission at risk. You risk creating giver fatigue among taxpayers.


Robert Bailey
Save Helvetia

FILE COPY

pk Testimony METRO October, 20, 2011

Good afternoon

President Hughes and counselors.

My name is Richard Kidd

3022 Watercrest Forest Grove- Metro District #4 Represented by councilor Harrington.

8104

Thank you for the opportunity to address the council on a matter that is very important to me.

In the past the council has taken recommendations from its advisory boards and incorporated their advice in to its' ordinances. In the case of the ordinance that is before you today -- that appears not to be the case. In that the recordation from MPAC included ~~105~~ Acres north west of Forest Grove. (area # ~~7B~~ ^{7B3})

I am here to ask my councilor to motion for the inclusion of MPAC recommendation of that acreage in to this ordinance.

As all of the councilors know Forest Grove is UNIQUE in the Region. It is part of a separate island on the north west extremity of the Region. (note #1)

In fact some times -- for convenience --Forest Grove and Cornelius (the island) are left off of the regional map. The usual explanation for this omission is:!! scale will provide a greater level of detail of more important areas of the Region.

Forest Grove is an Ideal location for expand of the urban growth boundary this time and has available:

Redundant communication networks, low cost Electrical power. and multiple water supplies.

pk
1 of 2

rk
There is storm water and sanitary sewer capacity in place that can be easily and affordably extended north to service this area. Transportation networks with available capacity are in place today. Also Rite away is in PUBLIC ownership in areas where expansion of transportation networks will be needed in the next decade. Forest Grove has played the game fairly and has been a leader in increasing capacity in its residential areas. The Forest Grove urban growth boundary has had no formal area of expansion during the life of METRO. There has been less than 3 acres added to correct the boundary line and a trade of approximately 64 acres out and 63 acres in. This was when the state rerouted high way 47 truck route to improve the product to market transportation in the region. (note 2)

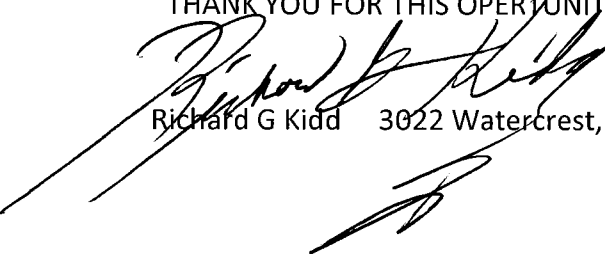
This highway supports auto bike pedestrian traffic in Forest Grove as well as supporting all transportation modes for Washington county especially cargo transit between: Cornelius, Hillsboro, Gaston, Banks, and No. Planes

I ask you to consider: equity, survivability, regional needs, and community aspirations.

Now is the time to walk the talk and add a new hitter to the roster ---one that will help win the game and the series. Again I ask my reparative to motion for inclusion of the MPAC recommendations to the ordinance that is before you today. and I ask you council members to favorably support such amendment if made..

This is not just a equity issue--- it is a necessary for Forest Grove and it will be a great move for the entire Region.

THANK YOU FOR THIS OPERTUNITY I am available for questions


Richard G Kidd 3022 Watercrest, Forest Grove, Or. 97116. mayor@groveweb.net cell 503 307 7054 *rk*

2 of 2



Metro | Comment form

16

Name Eric Wasik

Affiliation (if any) _____

Address 5236 N. Williams Ave
Portland, OR 97217

E-mail ewasik@gmail.com

☒ I would like to give oral testimony before the Metro Council.

Comment topic South Hillsboro

I support the inclusion of South Hillsboro in the UGB. My fiancé's family has lived in the area for decades and we have discussed the plan and fully support it. The plan is well-researched and supported by evidence.



Metro | Comment form

17

Name Marc DeCoster

Affiliation (if any) _____

Address 5899 SW Kruse Rd
Wilsonville, OR 97070

E-mail mdsporthorse@msn.com

☒ I would like to give oral testimony before the Metro Council.

Comment topic UGB Wilsonville

In favor of UGB in Wilsonville
for residential homes and schools
due to a shortage.

TESTIMONY IN SUPPORT OF ORDINANCE NO. 11-1264A (EXPANDING THE UGB)

Please include the attached documents in the record for Ord 11-1264A:

Memorandum entitled: "Response to 1000 Friends' Argument Against Any Expansion of the UGB (Letter to Metro of October 6, 2011)"

Memorandum entitled: "Response to Condition of UGB Approval Proposed by Portland Bureau of Planning and Sustainability (Letter to Metro of October 6, 2011)" and two attached exhibits entitled "Estimated Housing Densities" and "How do the SoHi centers compare to other town centers?"

Letter of October 20, 2011 from Fregonese Associates to Metro.

RESPONSE TO 1000 FRIENDS' ARGUMENT AGAINST ANY EXPANSION OF THE UGB
(Letter to Metro of October 6, 2011)

Here's the basic argument 1000 Friends makes against a boundary expansion:

"We recommend that the Council decide that an urban growth boundary expansion is not warranted at this time. Recent economic and demographic trends indicate that the conservative approach would be to invest in our current communities now, and see in 2015 if a UGB expansion is needed then."

No Legal Basis

Metro is obligated to base its UGB decision upon its 20-year economic/demographic forecast. The evaluation of the UGB and development of new expansion areas are intended to be long-term planning processes to accommodate growth over 20 years.

Freezing the boundary now in reaction to a short-term market trend, as 1000 Friends argues Metro should do, would be a serious misapplication of law and policy. Indeed, the Council would have to completely revise the Urban Growth Report and reverse a series of policy decisions it has made over the past two years in order to justify a decision to not expand the UGB.

Expansion and Reinvestment Not Incompatible

The decision to expand the UGB is based upon comprehensive planning and analysis that have demonstrated the need to add a very modest supply of land to accommodate housing over the next 20 years. The planning and eventual development of the approximately 1,600 acres Metro will add to the boundary in the Beaverton and Hillsboro areas will not conflict with efforts in those cities or elsewhere in the region to invest in and plan for the redevelopment of centers and corridors or what 1000 Friends call "current communities".

1000 Friends and other advocates of no-expansion frequently argue that any expansion will somehow divert "public money" or otherwise undermine efforts to redevelop land inside the boundary. But no examples are cited or tangible evidence put forth to support that claim. To the contrary, both Hillsboro and Beaverton have said that the new expansion areas will not conflict with or distract from the implementation of redevelopment plans for their regional centers.

More Delay is Risky.

Because of the downturn in the housing market in recent years, there have been almost no new residential development projects planned or permitted. The housing pipeline is close to empty. As a consequence, numerous economic forecasts have warned that the region, and in particular Washington County where job-growth is greatest, is likely to face severe housing shortages as the current supply is absorbed and the market begins to recover.

Metro figures it takes around 10 years, and even longer, from the time land is added to the boundary until it is ready for development. If housing shortages begin to appear in 2013 to 2015 as predicted, portions of the South Hillsboro area will be ready to address the need, but that is because the City of Hillsboro, property owners and other stakeholders have already been working on the South Hillsboro

Community Plan for the past five years. Typically, that kind of planning does not begin until after a boundary expansion.

Waiting until 2015 to consider a boundary expansion, as 1000 Friends propose, would mean a delay until at least 2020 and probably longer until additional housing could be made available.

1000 Friends say not expanding the UGB is "the conservative approach." To the contrary, more delay is a high-risk strategy that ignores the clearly established need to bolster the land supply.

No Basis for Changing Expansion Decision.

1000 Friends also argue that the UGB decision should be based on short-term demographic trends rather than the 20-year planning horizon state law requires Metro to use. 1000 Friends assert:

"The metropolitan area population is not increasing as fast as Metro projected in the 2009 Urban Growth Report (UGR). . . . This translates to an overstatement of metropolitan housing needs for the 20-year UGB period of about 9,000 dwelling units."

Population growth projections are one of several factors that make-up the UGR's 20-year forecast of supply and demand. A one or two year dip in population growth is no cause to recalculate and revise the UGR. Inevitably, there will be years that deviate upwards and downwards from the 20-year projection.

Based on its short-term snapshot of population growth, 1000 Friends wants Metro to lower its 20-year forecast of about 250,000 new housing units by 9,000 units. Even if their analysis is accurate, it is irrelevant because the proposed 1,600-acre boundary expansion would still fall within the middle-third of the forecast range - Metro's conservative policy target - even if the 20-year number is reduced by 9,000 units.

The Damascus Mistake.

1000 Friends argue that there is a large supply of existing land for housing in previous UGB expansion areas:

"UGB expansions since 1979 account for 11% of the UGB in land area. However, 95% of all permitted new dwelling units have located inside the 1979 UGB. Of the 5% of residential development that has located in the UGB expansion areas, almost all of it has been single family."

When calculating the capacity for more housing inside the boundary, Metro includes the potential development of the prior expansion areas. 1000 Friends offers no explanation for why the lack of development in prior expansion areas supports their conclusion that the boundary should not be expanded.

The more obvious conclusion to be drawn from the lack of development is that Metro has not chosen expansion areas based on suitability and likelihood for development to occur. The prime example is the

Damascus expansion in 2002 – the last time Metro expanded the UGB for housing. The 14,000 acres in Damascus account for well over half of the total acreage for housing that has been added to the UGB over the past 30 years.

Metro concedes the folly of the Damascus experiment. The factors making Damascus an unsuitable area for development include its hilly terrain, the lack of property owner support, the lack of jobs in the area, the lack of urban infrastructure, the lack of developer interest, the lack of a city willing to support and plan for urbanization, and more reasons as well.

Based on the Damascus Design Workshops, a paper planning exercise lead by 1000 Friends, Metro approved the Damascus expansion estimating it would provide 26,000 housing units by 2022. In the current UGR, Metro has lowered the area's development capacity to 13,000 units and acknowledged it will not be ready for any development before 2020.

In vivid contrast to the 14,000-acre Damascus expansion, the 1,100-acre South Hillsboro expansion has projected capacity for more than 10,000 housing units and, working with supportive property owners and experienced developers, Hillsboro expects the land to be development-ready by 2014.

The facts, the law and the region's land-use planning experience since the last expansion in 2002 provide a compelling case for the relatively small and targeted sites Metro intends to add to the UGB this year. To support their argument against any expansion, 1000 Friends' offers up misleading assertions and a faith-based belief that moving the UGB is wrong.

Submitted to Metro by Jeff Bachrach, Bachrach.Law, P.C., on behalf of the South Hillsboro Partners
October 19, 2011

**RESPONSE TO CONDITION OF UGB APPROVAL PROPOSED
BY PORTLAND BUREAU OF PLANNING AND SUSTAINABILITY**
(Letter to Metro of October 6, 2011)

In her letter to Metro of October 6, 2011, Susan Anderson, Director of the Portland Bureau of Planning and Sustainability, advocates for the imposition of a density target of "20-units per net buildable acre" for the proposed UGB expansion areas in Beaverton and South Hillsboro.

Attached to this memo is a chart prepared by John Fregonese of Fregonese Associates summarizing his analysis of housing densities along prominent corridors in Portland compared with the projected 15 units per acre for the proposed 463-acre Reed's Crossing development in the South Hillsboro expansion area.

Also attached is a chart comparing the projected density in the Reed's Crossing town center (47 acres) with Metro's analysis of densities in town centers throughout the region, taken from Metro's State of the Centers Report, January 2009. The Metro report analyzes density in town centers based on people per acre, which combines housing and job projections. For example, Reed's Crossing in South Hillsboro is projected to have twice the people/acre than Portland's Hillsdale Town Center.

The analysis of Portland's inner-city corridors provides a rather stark contrast to what appears to be the misleading assertions in the October 6 letter from the Portland Bureau of Planning and Sustainability.

For example, the Fregonese analysis shows a density of 9.7 units per acre around Hawthorne Boulevard and 12.4 units per acre in the Belmont corridor area - far less than the 20 units per acre that Ms. Anderson says "is readily achievable."

Her letter claims that "the area around the Belmont Dairy project averages about 21 units per acre," and that includes "duplexes and single family homes." It would have been helpful if the Portland Planning Bureau could have supported that dubious claim by showing exactly what area in the Belmont neighborhood averages 21 units per acre including duplexes and single family homes.

Perhaps there is a block or two at that density, but the Fregonese analysis concludes the entire neighborhood averages about 12 units per acre. Yet Portland would impose a requirement of 20 units per acre on the entire 1,082-acre South Hillsboro expansion area. A density level that none of Portland's inner eastside neighborhoods are even close to achieving.

1000 Friends of Oregon in their October 6, 2011 letter to Metro also call for the imposition of an unreasonably high density condition on the South Hillsboro expansion. Except, in their letter, they up the density ante to *40 units per acre*.

They claim that "twenty to forty dwelling units per acre is a development style one can currently find today * * * in the hilly neighborhoods of northwest and southwest Portland (e.g. near Ainsworth school and in Kings Hill) * * *.

Really? The area around Ainsworth School is dominated by older, expensive lot-large single family homes. It is preposterous to suggest that neighborhood averages 20 much less 40 units per acre. In

all likelihood, its density is closer to 5 units per acre. Similarly, the King Hill neighborhood has an overall density closer to five units per acre than 20.

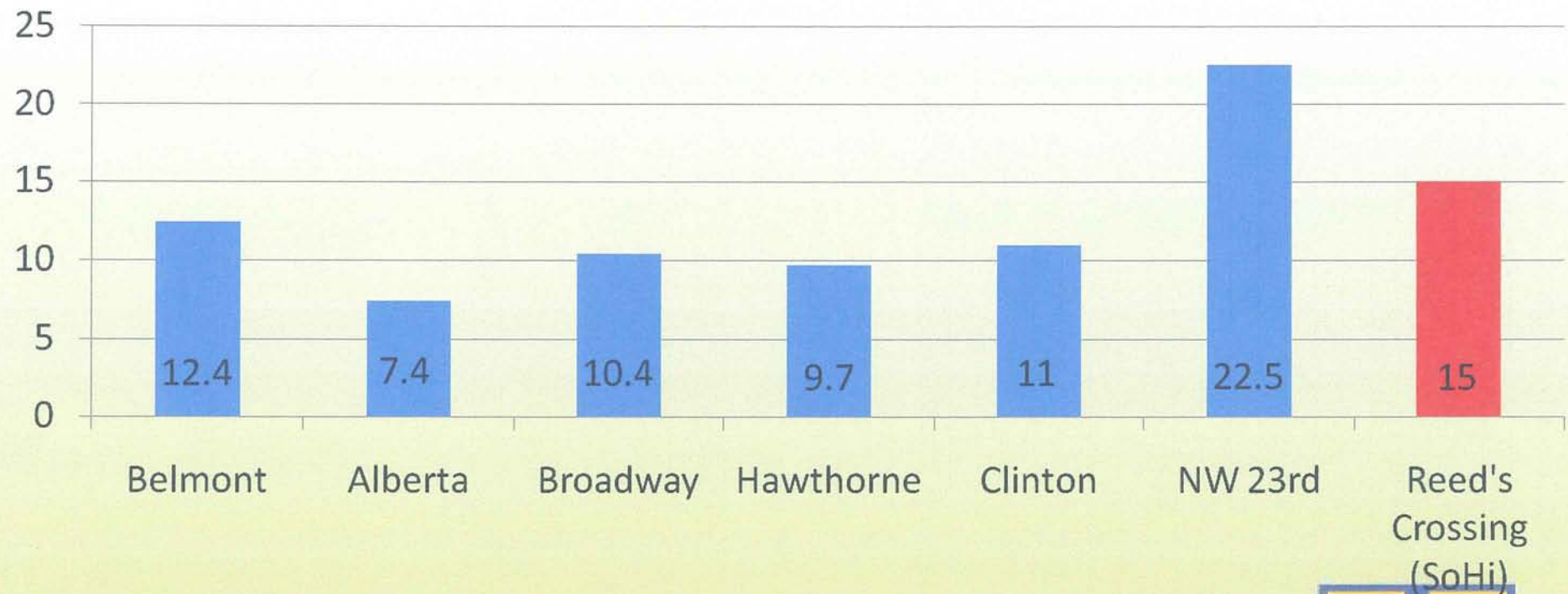
Portland and 1000 Friends do not appear interested in making a credible fact-based case for why the entire 1,082-acre South Hillsboro expansion area should be required to achieve densities that are far far greater than what's being built in Portland's inner-city neighborhoods.

There will be projects in South Hillsboro with densities similar to and perhaps higher than the Belmont Dairy project. But just as the larger Belmont neighborhood has a mix of product types that brings its overall density to something closer to 12 units per acre, the South Hillsboro Community Plan provides for more than 8,000 units in a broad mix of housing types projected to average 12 units per acre with the capability of achieving overall densities above 15 units per acre.

Submitted to Metro by Jeff Bachrach, Bachrach.Law, P.C., on behalf of the South Hillsboro Partners
October 20, 2011

Estimated Housing Densities Proximate to prominent Corridors

Housing Units/Acre (net)

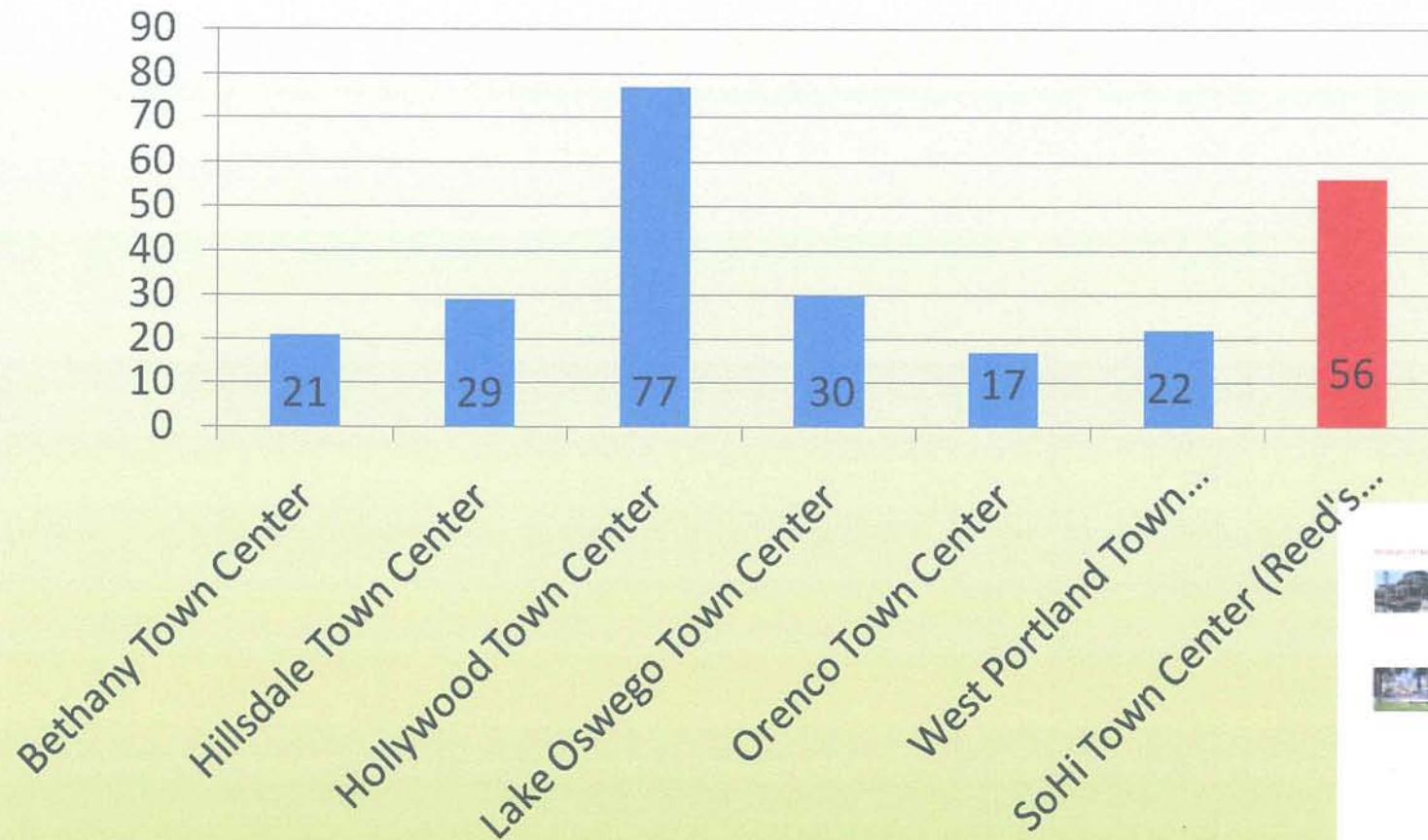


Sources: US Census 2000



How do the SoHi centers compare to other town centers?

People /Acre



Source: State of the Centers



Regional planning and development
State of the Centers
Investing in our communities

January 2009



Thursday, October 20, 2011

Metro Regional Center
600 NE Grand Ave
Portland, OR 97232

Dear Metro Councilors:

I would like to support Ord. 11-1264, UGB Expansion as it is currently drafted. I believe that Metro has conducted a thorough analysis and review, and this decision represents the best solution for our needs to accommodate the people and jobs that are expected in the region. I further support the conditions of approval in Exhibit B.

For the record I was retained as a consultant for both South Hillsboro and South Cooper Mountain, however am speaking for myself, not my clients.

I would like to address the issue of density. As part of the South Hillsboro Plan, we measured the density of neighborhoods in the Portland area and compared it to the plan for South Hillsboro. We used census data to do so, and I am confident of our results – it would be very easy for Metro to duplicate the analysis as the information is readily available. We used the same method of calculating density as Metro does. All these results show that both South Hillsboro and South Cooper Mountain are denser than most inner Portland neighborhoods – only NW Portland is denser. Despite other testimony you are receiving that a density of 20 units an acre is desirable, in my analysis it results in a poor mix of housing types.

Density is only one of many factors that contribute to sustainability. It is frankly not the strongest factor, and recent research corroborates this. Factors related to design and accessibility are far stronger in reducing auto travel and greenhouse gas emissions. I would urge Metro to adopt the current draft rather than focus on the poorly conceived notion that simply increasing density of these areas will lead to a better result – the facts simply do not bear that out.

Sincerely,

A handwritten signature in black ink that reads "John Fregonese".

John Fregonese
President

Kathryn Harrington

From: HILJA DAVIS [valview@frontier.com]
Sent: Thursday, October 20, 2011 1:35 PM
To: Kathryn Harrington
Cc: Tom Hughes; rmeyer@ci.cornelius.or.us
Subject: Cornelius UGB Expansion request

UGB Record

OCT 20 2011



Ms. Harrington, Mr. Hughes and Mr. Meyer,

I am the property owner of tax lot 1N335C-00600, which is included in the Cornelius request for UGB expansion and is designated on their map with an arrow and labeled, "Housing." It is directly south of the railroad tracks and bordered on the east by NW 341st. Avenue.

I wish to go on record opposing this proposition, especially after I heard the representative from Cornelius say at the hearing on October 6, 2011, that he had spoken with all of the property owners included in this request and that they are **all** anxious to annex to the City of Cornelius. I had never spoken with this person, received a phone call or an email or talked with any representative from Cornelius about the matter, so what he said was not true as far as I'm concerned.

I also own the property directly west of the proposed UGB properties, tax lot 1N335C-00500, 17.82 acres, which is **not** annexed to Cornelius, but has a Hillsboro address. This appears to be a part of Cornelius on their color map as well as on the public notice postcard mailed to property owners within a mile radius of the expansion area.

This 17.82 acre property is home to my business, Valley View Mobile Court, a 63-unit mobile home and RV park and as you can see from the maps it is in the Urban Growth Boundary. My opposition to the Cornelius request is simply that I do not want any of my properties to be annexed to the City of Cornelius. I know they say that one may request annexation, but may choose to stay as is, but there are many examples that prove this to be untrue and often properties are forcefully annexed. It has been reported that Cornelius's master plan is to annex everything all the way to Dairy Creek. In fact, several years ago, a representative came by with a map and explained their goal to pursue this.

If my mobile home park is annexed to the City of Cornelius and we have to pay Cornelius water/sewer rates it will price my tenants out of their homes. My tenants are a mix of retired people, young families, singles, and RV tenants, primarily blue collar workers and they simply can not afford \$100.00 plus water and sewer charges per month! I provide affordable housing by staying with Hillsboro utilities.

Example: Hillsboro Water Base-\$4.00 plus Clean Water sewer base-\$23.51 equals **\$28.50**
Cornelius Water Base-\$21.75 plus sewer base-\$29.42 plus General Services Fee \$21.00 equals **\$72.17!**

Of course there is water consumption and surface water on top of those charges.

I realize that growth does have to occur eventually, but in looking at the map it seems like very little would be added to Cornelius for business or housing. It is curious to me that many years ago when we attempted to include tax lot 00600 in the UGB, Cornelius emphatically said they could not or would not provide city services, but now they are able to do that.

Thank you.

Hilja Davis

34265 SW T.V. Hwy.
Hillsboro, OR 97123



Thursday, October 20, 2011

Metro Regional Center
600 NE Grand Ave
Portland, OR 97232

UGB Record

Dear Metro Councilors:

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Density is only one of many factors that contribute to sustainability. It is frankly not the strongest factor, and recent research corroborates this. Factors related to design and accessibility are far stronger in reducing auto travel and greenhouse gas emissions. I would urge Metro to adopt the current draft rather than focus on the poorly conceived notion that simply increasing density of these areas will lead to a better result – the facts simply do not bear that out.

Sincerely,

A handwritten signature in cursive script that reads 'John Fregonese'.

John Fregonese
President

Coalition *for a* Prosperous Region

Clackamas County
Business Alliance

Columbia Corridor
Association

Columbia Pacific
Building Trades
Council

NAIOP Oregon
Chapter

Commercial Real
Estate Economic
Coalition

East Metro Economic
Alliance

Home Builders
Association of
Metropolitan Portland

Portland Metropolitan
Association of
Realtors ®

Portland Business
Alliance

Westside Economic
Alliance

Oregon State BCTC

October 19, 2011

The Honorable Tom Hughes
Metro Council President
600 NE Grand Ave.
Portland, OR 97232

Dear President Hughes,

The Coalition for a Prosperous Region would like to provide the following comments regarding Metro Ordinance No. 11-1264A, regarding the expansion of the Regional Urban Growth Boundary.

In her October 1, 2011 letter, Councilor Kathryn Harrington, noting that we are in the most severe recession since the Great Depression, suggests that the challenge before us in the imminent decision regarding the expansion of the Regional Urban Growth Boundary (UGB) is whether we act in a "prudent, modest" way or "go to the maximum extent." In fact, since even the "maximum" end of the continuum, about 3,400 gross acres, represents only a 1.25 percent expansion of the current 256,360-acre boundary, a better way to describe this choice would be: do our regional leaders act timidly or prudently?

Because of current economic conditions, stakeholders who have never supported expansions of the regional UGB adopt the disingenuous motto: "not never, just not now". On the other hand, the constituent members of the Coalition for a Prosperous Region (CPR) see this as precisely the time to act with foresight and ambition. Just as it is difficult to imagine hard times in the midst of prolonged prosperity, it is difficult to see our way back to prosperity in the midst of a prolonged downturn. That's why this region has adopted a long-range vision of 50 years and a mid-term planning horizon of 20 years, so we can look towards the horizon and not be distracted by every bump in the road.

For all of its natural attributes and benefits of sound planning, the Portland metropolitan region is a significant under-performer when compared to other similar-sized cities - Seattle, Denver, Minneapolis, Austin - based on such measures as average family income, proportion of college graduates, food insecurity and diversity of the employment base. The region is further hobbled by statewide policies including a mercurial state revenue system, historic disinvestment in higher education and transportation, and higher-than-average development costs associated with our land use system.

If we reduce our projected land need based on a short-term downturn, it becomes a self-fulfilling prophecy, all but guaranteeing that our future economic growth will be constrained to an artificially low level. Why add to our region's disadvantages an artificially-constrained land supply? Given the long lead times for development, availability of a reasonably large, geographically-diverse land supply provides market opportunity. And there is a default position: until the land is needed, it can be retained in current uses.

Metro has determined that additional land outside the existing UGB is needed to accommodate another 15,400 housing units. Remember that this number has been sliced

and diced to reduce it to the minimum number possible, including lowering the population projections from the middle of the middle third to top of the lower third, upping the refill rate and increasing planned densities in various inner-city and suburban locations.

With regard to residential expansion, CPR supports bringing in the land in all six areas considered by the Acting Chief Operating Officer (COO): South Hillsboro (1,063 acres), Beaverton's South Cooper Mountain (543 acres); Tigard's Roy Rogers West (256 acres), Cornelius South (210 acres); Sherwood West (496 acres); and Wilsonville's Advance (316 acres). The six areas considered total 2,884 acres, instead of just the first four recommended areas that total 2,072 gross acres. Remember, we are talking about gross acres here. When the gross-to-net acre conversion factor of 30 percent to 50 percent is considered, the inventory becomes much smaller.

Aside from providing regional equity and choice, a larger land supply would allow consideration of more reasonable minimum density. Fortunately, the last-minute, politically-motivated and inadequately-vetted recommendation for a minimum density of 20 units to the net acre in all newly-annexed areas recently adopted by MPAC is getting no traction, but has served to make Metro's new mandate of a minimum of 15 units per net acre look reasonable. In fact, we believe that the market will not support even 15 units in some suburban locations because it limits both housing choice and size, short-changes larger households and virtually eliminates open space and creates unintended environmental and economic consequences. We believe that 10 to 12 units is the more realistic range.

Our concerns about the adequacy of the large-lot industrial land supply are even more acute, as the growth in this economic sector can have significant impact on family-wage job formation. Additionally, industrial land supply growth can create the impetus to upgrade education and transportation infrastructure and produce taxes to support local, regional and state services. Metro has identified the need for 200 to 1,500 gross acres. Although the 310-acre North Hillsboro site meets all the criteria for large-lot industrial development, we need to double that to about 630 acres. This amount will reflect the top of the lower third of the industrial acreage range, a proportionality suggested by the population range selected by Metro. CPR strongly supports the addition of the 150-acre area north of Forest Grove now under consideration since the release of the COO's recommendation, which would bring the total to 460 gross acres. To this we recommend that serious consideration be given to testing the technical viability of the 117-acre area outside of Tualatin, as recommended in 2010 by Mayor Lou Ogden. Although probably too late for this decision, the Tualatin and possibly other sites could be put "on tap" in the event more land is needed before the next five-year periodic review.

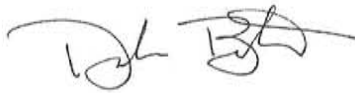
We continue to question the achievability of the levels of both residential and industrial densities assumed in Metro's analysis and the availability of the tools and mechanisms that are assumed to be available to facilitate these densities. For example, the analysis assumes widespread availability of urban renewal funding which is becoming increasingly problematic. It also assumes that there is unused capacity in the existing road and public utilities when in fact we know that increased densities often require more expensive upgrades and expansion than if this infrastructure were installed in green-field sites. Moreover, such retrofitting often has no identified funding resources.

Finally, the analysis assumes that population and industrial development are fixed and will not fluctuate regardless of the availability or cost of land. In fact, we know that these factors are variable and as we reduce the options for the location of new businesses, the odds of our attracting those firms to the region decline. Even a small reduction in the number of new firms attracted to the region, compounded over the decades of the plan, results in a tremendous loss of potential wages and tax receipts. As we have seen, this is

an area where the Portland region already lags the national average and is significantly below similar-sized metropolitan regions.

We thank you for this opportunity to summarize our coalition's final recommendations in what is a critical decision. As decision-makers, the Metro Council can follow the urging of the "not never, just not now" crowd and sit out the economic recovery. Or, it can act more proactively and confidently to ensure the region is ready to take every opportunity to achieve the prosperity that our citizens so richly deserve.

Sincerely,

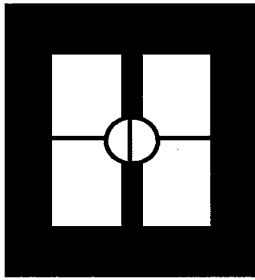
A handwritten signature in black ink, appearing to read "Drake Butch".

Drake Butch
Chair
Coalition for a Prosperous Region

A handwritten signature in black ink, appearing to read "Bob LaFeber".

Bob LaFeber
Chair
Commercial Real Estate Assn.

CLICK HERE FOR COMPLETE TESTIMONY
CITY OF HILLSBORO



UGB

TESTIMONY

OCTOBER 2011

FOR KELSEY NEWELL