

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Oct. 10, 2012
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

- | | | | |
|---------|-----|--|---|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Jerry Willey, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Jerry Willey, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| 5:15 PM | 5. | <u>CONSENT AGENDA</u> | |
| | | <ul style="list-style-type: none">* • Consideration of the June 27, 2012 Minutes* • Consideration of the July 25, 2012 Minutes* • MTAC Member Nominations | |
| | 6. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 5:20 PM | 6.1 | Lessons Learned from MPAC's Southwest Corridor Project Tour – <u>DISCUSSION</u> | |
| | | <ul style="list-style-type: none">• <u>Outcome:</u> MPAC members share their insights from the tour. | |
| 5:30 PM | 6.2 | Lessons Learned from MPAC's St. Johns Town Center Tour – <u>DISCUSSION</u> | |
| | | <ul style="list-style-type: none">• <u>Outcome:</u> MPAC members share their insights from the tour. | |
| 5:40 PM | 6.3 | * Opt In Review and Opportunities – <u>INFORMATION</u> | Adam Davis, DHM Research
Jim Middaugh, Metro |
| | | <ul style="list-style-type: none">• <u>Outcome:</u> MPAC understanding of how Opt In is performing and how to access the Opt In panel. | |
| 6:05 PM | 6.4 | * Regional Industrial Site Readiness Project – <u>INFORMATION / DISCUSSION</u> | Bernie Bottomly, PBA
Ted Reid, Metro |
| | | <ul style="list-style-type: none">• <u>Outcome:</u> MPAC will receive an update on the project. Additionally, the committee will identify areas MPAC may wish to use the study's findings to inform future investment and policy decisions at the local and regional level. | |

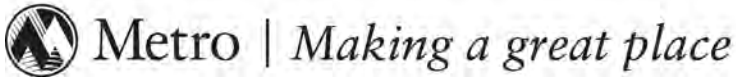
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6:50 PM 7. **MPAC MEMBER COMMUNICATION**

7 PM 8. **ADJOURN**

Jerry Willey, Chair

* Material included in the packet. *For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.* To check on closure or cancellations during inclement weather please call 503-797-1700.



2012 MPAC Tentative Agendas

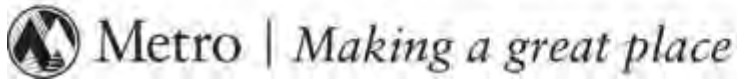
Tentative as of 10/3/12 -- Subject to Change

Italicized items are not confirmed

<u>MPAC Meeting</u> October 10 <ul style="list-style-type: none">• Lessons from SW Corridor Tour• Lessons from St Johns Town Center tour• Opt-In presentation• Industrial Site Readiness Project	<u>MPAC Meeting</u> October 24 <ul style="list-style-type: none">• Population and Employment Forecast and Distribution (Information)• Climate Smart Communities• <i>Concept Planning (local governments/Metro)</i>
<u>MPAC Meeting</u> November 14 <ul style="list-style-type: none">• Parcelization Scoping project• Brownfields Final Report• <i>Recent or upcoming ballot measures</i>• <i>New Energy Cities (Peter Brandom, Sustainability Manager, City of Hillsboro)</i>• <i>Regional water plan</i>	<u>MPAC Meeting</u> November 28 <ul style="list-style-type: none">• 2013 MPAC Officers – Nominating Committee (Information)• Climate Smart Communities (Discussion)• Presentation by Ian Lockwood (Information)
<u>MPAC Meeting</u> December 12 <ul style="list-style-type: none">• Climate Smart Communities (discussion)• Active Transportation Plan – Existing Conditions and Network Concepts• 2013 MPAC Officers (Action)	<u>MPAC Meeting</u> December 26 (Cancelled)

Upcoming Events

- Coalition for a Livable Future Summit, Oct. 12, PSU
- Association of Oregon Counties Annual Conference, Nov. 13-15, Place TBD



METRO POLICY ADVISORY COMMITTEE
June 27, 2012

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Jody Carson, 2nd Vice Chair
Dennis Doyle
Amanda Fritz
Kathryn Harrington
Jack Hoffman
Charlotte Lehan
Annette Mattson
Marilyn McWilliams
Doug Neeley
Barbara Roberts
Loretta Smith, Vice Chair
Jerry Willey, Chair
William Wild

AFFILIATION

City of West Linn, representing Clackamas Co. Other Cities
City of Beaverton, representing Washington Co. 2nd Largest City
City of Portland Council
Metro Council
City of Lake Oswego, representing Clackamas Co. Largest City
Clackamas County Commission
Governing Body of School Districts
Washington County Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Metro Council
Multnomah County Commission
City of Hillsboro, representing Washington County Largest City
Clackamas County Special Districts

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Steve Clark
Michael Demagalski
Andy Duyck
Bob Grover
Maxine Fitzpatrick
Tom Imeson
Carl Hosticka
Keith Mays
Wilda Parks
Jim Rue
Steve Stuart
Norm Thomas
Bill Turlay

AFFILIATION

City of Portland Council
City of Gresham, representing Multnomah Co. 2nd Largest City
TriMet Board of Directors
City of North Plains, representing Washington Co. outside UGB
Washington County Commission
Washington County Citizen
Multnomah County Citizen
Port of Portland
Metro Council
City of Sherwood, representing Washington Co. Other Cities
Clackamas County Citizen
Oregon Dept. of Land Conservation & Development
Clark County, Washington Commission
City of Troutdale, representing other cities in Multnomah Co.
City of Vancouver

ALTERNATES PRESENT

Lise Glancy

AFFILIATION

Port of Portland

STAFF:

Jessica Atwater, Miranda Bateschell, Nick Christensen, Andy Cotugno, Shirley Craddick, Chris Deffebach, Mike Hoglund, Alison Kean-Campbell, Brian Monberg, Kelsey Newell, Ken Ray, Ted Reid, Nikolai Ursin, and John Williams.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Mayor Willey called the meeting to order at 5:08 p.m., and declared a quorum at 5:18 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

All attendees introduced themselves.

Chair Mayor Willey called attention to the MPAC Work Program, highlighting that this meeting's regional brownfields scoping project findings update is the first in a series of presentations leading to an MPAC decision.

He also highlighted that there is only one MPAC meeting between the June 27th meeting and October as there are several tours this summer.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Councilor Roberts updated the group on the following points:

- The Land Conservation and Development Commission (LCDC) unanimously approved the Metro Council's 2011 Urban Growth Decision. LCDC's actions could be appealed in the Court of Appeals, but Metro believes the decision would be upheld.
- The first meeting of the Natural Areas Advisory Panel, a committee reviewing the ballot measure options to fund the maintenance and operations of existing natural areas and parks, was held recently. The committee is scheduled to meet 3 more times in the next 6 weeks to advise the Metro Council on how best to proceed—the discussion as to which election and what funding mechanism to be used is still open.
- The East Metro Connection Plan's (EMCP) action plan was unanimously approved by the EMCP Steering Committee, as well as the East Multnomah County Transportation Committee, East Metro Economic Alliance, and Troutdale City Council; it is yet to be considered by several other bodies.
- SW Corridor is holding an online open house through July 31st accessible at www.swcorridorplan.org. There will be a tour of the SW Corridor area for MPAC on August 8, 2012 (a sign-up sheet was circulated at the meeting).

Councilor Harrington updated the group on the following points:

- In mid-June, the Oregon Court of Appeals ruled in favor of Metro for upholding the Construction Excise Tax (CET).
- The recruitment for Metro's Public Engagement Review Committee has begun. Metro is looking for 3 members of public with experience in public engagement, 3 public engagement staff members, and 3 representatives from community organizations in the region. The application period will run from July 9th through August 24th, with appointments in September. Metro will provide notice of this process through the MPAC mailing list. More information is available at www.oregonmetro.gov/engage.
- The Council extended congratulations to Mayor Denny Doyle and the City of Beaverton on receipt of the 2012 Mayor's Climate Protection Award.

Group Discussion Included

Some members of the group expressed concern for the prospect of a natural areas levy due to property tax compression, and inquired if a utility fee could be arranged instead. Councilors responded that the levy has been discussed as a rate of 9 or 10 cents per thousand, which is a very low rate that, based on the current estimations, would only significantly affect Multnomah County's and City of Portland's compression. The Advisory Panel is still looking at various options and working to find out what else will be on ballot to evaluate compression. Members and the public are welcome to sit-in on upcoming meetings to listen to that discussion.

1. CONSIDERATION OF THE CONSENT AGENDA

- **The May 23, 2012 MPAC Minutes**
- **2012 MTAC Membership Nominations**

MOTION: Mayor Denny Doyle moved, Mr. William Wild seconded to adopt the consent agenda.

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

6.0 INFORMATION/DISCUSSION ITEMS

6.1 LESSONS LEARNED FROM MPAC'S TOUR TO THE TROUTDALE REYNOLDS INDUSTRIAL PARK

Members discussed their experiences and lessons learned from the tour:

- Interesting to see the facility in use, it was very busy
- Learning about site issues and long-term development of the site was interesting (e.g. power lines, gas lines, monitor wells, contaminated wetlands, brownfield site challenges)
- Learning about Columbia River levee system was beneficial
- Appreciated learning about the jobs and tax revenue created there
 - Noted that it is great to have entry-level positions available, though very seasonal
 - Noted that while there were many jobs, many were not family-wage, but still an important part of the economy
 - Noted that there are some unique operations positions within the company
- Impressed with the high-tech nature of the facility
- Struck by lack of bus service to site, though acknowledge that the shift hours are irregular and difficult to serve
- Noticed problems with roads, which was in part due to road conditions, and noted that EMCP intends to address some of these issues, including those at the airport

Members noted how fortunate it was that FedEx has been such a strong partner in the redevelopment of the site and cited the importance of public-private partnerships.

Members also noted that it was encouraging to see that a very contaminated piece of land can be brought back to be a productive property.

6.2 INVITATION AND LOGISTICS FOR OREGON CITY DOWNTOWN/MAIN STREET RE-DEVELOPMENT TOUR

Mayor Doug Neeley of Oregon City invited the group to participate in the tour of Oregon City to learn about and experience the redevelopment occurring there. Oregon City has experienced significant, successful redevelopment through the Main Street program. Main Street Oregon City has recently been turned into an economic development district (EDD) by vote of the business owners, the first EDD created in many years. The main street program has also secured grants from the Oregon Department of Transportation (ODOT) for capital improvements. The tour will be on July 11, 2012, and will meet at Oregon City Hall.

Staff asked for a show of hands to indicate interest in the tour. Most members of the group raised their hands. Staff noted that Metro staff will send out a reminder of information regarding the tour.

Mayor Neeley noted that the tour will not include the Blue Heron site, but asked Metro staff who will be participating on the tour to be prepared to answer questions about it.

6.3 REGIONAL BROWNFIELDS SCOPING PROJECT FINDINGS

Councilor Harrington provided background on the Regional Brownfield Scoping Project to the group. During the 2011 Urban Growth Boundary (UGB) decision, the Council and MPAC both discussed how the region can ensure it makes the best use of the land already within the UGB. Brownfield clean up and remediation was a topic of discussion in this context. Metro had two separate grants funding the brownfields program, though specific to assessment of petroleum contaminated sites. While Metro had some information on the state of brownfields in the region, it needed more in order to determine how brownfields are present throughout the region and how they are affecting the region. The Council decided to amend the budget for FY 2011-2012 to include the Brownfields Scoping Project to answer these questions. The Council would like MPAC's impressions and reactions to this initial findings report.

Ms. Miranda Bateschell gave an overview of the project's timeline. The team is completing Phase 1, scoping the extent of the problem, are moving into Phase 2, outlining regional solutions, and will then move into Phase 3, implementation.

Mr. Seth Otto of Maul, Foster, Alongi gave an overview of the brownfields analysis. This project is a first step in understanding how brownfields are affecting the region. Phase 1 marked the completion of four tasks: developing brownfield typologies, identifying the scale of the problem and socio-economic analysis, outlining potential solutions, gauging the impact of solutions. As for identifying the scale of the problem, the Oregon Department of Environmental Quality (DEQ) keeps a database of documented properties impacted by contamination, but it is incomplete. The project started with the DEQ data set, then through a system of filtering based on land use, targeted field verification, and historical documents, created a more complete projection, in partnership with Metro's Data Resource Center. The project identified 7,800 candidate sites with about 25% of these estimated to be a potential brownfield (approximately 1,800 undiscovered sites on top of 2,400 sites documented by DEQ). This estimate is more of a range than a specific number. The project applied this estimate to Metro's 2040 design types as well as general zoning classifications.

Ms. Lorelei Juntunen of ECONorthwest gave an overview of the socio-economic analysis of the brownfields findings. The team gathered parcel-specific information on the sites identified, and assigned prototypes borrowed from Metro's Climate Smart Communities project to hypothesize what could be developed on those sites in the future. This allowed for the project to estimate the value of redevelopment. The prototypes have a development pro-forma associated with them to

account for the variation in likelihood of redevelopment on those sites, which reinforced the goal of identifying the net impact of redevelopment.

The project found that if 100% of the identified brownfield sites were redeveloped then there would be 58 million sq ft of new development, \$6 -\$8 billion in new assessed value (in 2012 dollars), and that the region could accommodate 18% to 59% of the total 20 year employment demand identified in Urban Growth Report (UGR). These numbers aren't realistic, there won't be 100% redevelopment, but it is important to know the opportunities available with these sites.

Additional socio-economic analysis findings revealed that:

- Cost uncertainty of remediation is a major deterrent, ranging from 1-46% of project costs.
- Smaller-scale projects are less feasible as clean up is a much larger proportion of project costs.
- All typologies, in worst-case conditions, are not feasible.
- All typologies, in best-case conditions, are still more likely to be feasible.
- The market is the most influential factor, if costs are below the property's market price then redevelopment or remediation is more feasible.
- Brownfields are a potential deciding factor when choosing between a remediated and un-remediated property when market-value-development costs per acre approach zero.

Overall key findings of the project included:

- Documented acreage = 80%.
- Most urban industrial sites are documented, in contrast to rural industrial sites.
- Considerable benefit from brownfield redevelopment.
- Market matters more.
- 3x sites near underserved populations.
- Nearly all sites in environmentally sensitive areas, specifically Title 3 or Title 13 lands.

The Metro Technical Advisory Committee (MTAC) and Brownfields Technical Review Team has provided feedback on this project:

- Does the region want to put our money into return on investment (ROI) sites or sites that wouldn't get cleaned up by the private sector?
- There are concerns about sites whose clean-up timelines exceed 0-2 years. Should the region create a system to expedite important sites?
- There is a disincentive for property owners to redevelop sites due to reduced property value.
- Most property owners only do this once, so there is a significant education process.
- Even if property owners obeyed DEQ development requirements 10-20 years ago, that may not be enough to be in compliance today.
- Remediating industrial sites to remain industrial sites is difficult, other sites gain property from the entitlement change.
- There is a perception that there's a benefit to waiting to clean up.
- Metro's previous program was helpful, but had limits due to limited funding.
- Uncertainty in the remediation process creates many difficulties.
- Should Metro develop a system to address the difficulties of remediating an industrial site for industrial uses?

The project provided potential policy solutions and considerations for MPAC:

- *Financial/Capacity* (new sources of public grants or loans, greater public / private partnerships, tax credits / expanded tax abatement, reforms of existing property tax assessment)
 - Considerations include limited public funding resources, challenging to establish new funding sources, many solutions will require changes on state legislative level.
- *Managing Risk* (pooling risk among multiple stakeholders, public entity to acquire contaminated property)
 - Considerations include public agency tolerance for taking on greater share of risk and potential liability.
- *Linking Cleanup and Redevelopment* (land use regulatory flexibility, increased education and capacity building, building market demand)
 - Considerations include acceptability of special land use status for brownfields, will require increased involvement and coordination among agencies, relatively low public financial investment.
- *Regulatory Process* (provide early exit strategies for minor contributors under Superfund shadow, efficiencies in state cleanup process)
 - Considerations include federal jurisdiction of Superfund, state jurisdiction of voluntary cleanups.

MPAC members were asked to please read the full report and provide feedback to the project.

Group discussion included

Chair Mayor Willey reminded the group that this project will be returning in October with the final report. MPAC will be asked to respond to the policy options outlined in the report and provide formal policy recommendations to the Metro Council on brownfield solutions that should be pursued as a region. As there will be no opportunity for MPAC to discuss this project again prior to October, the group asked that project staff provide their final report and an executive summary to MPAC in September. While there is no statutory requirement for decision in October, Council asked staff to create a work program and they have and this is the timeline. MPAC will not be able to discuss this project prior to its final report in October, MTAC will be discussing this project more this summer, MPAC can use this forum. Staff emphasized that this report is the basis for policy discussion, actions and policy direction does not need to be finalized prior to the report being submitted in October.

The consultants confirmed that brownfield sites along corridors typically have a higher market value making redevelopment more feasible.

Metro Council liaisons confirmed that their primary feedback to the project included asking 'what kind of information would be necessary in order to have policy discussions?', and 'how can the region be strategic about investments?'. They noted that it is a complex topic that requires understanding more information before proceeding.

Members agreed that this information is very important to the economic health of the region, particularly for decisions such as the next UGB .

Some members emphasized that there is a difference between brownfield and superfund sites. Chair Mayor Willey asked for this topic to be added onto the next presentation of this project.

Staff confirmed that it would be very difficult for realtors to use this report to identify unidentified brownfields as specific properties are not identified in the report and are aggregated throughout the region.

6.4 OREGON STATEWIDE TRANSPORTATION STRATEGY

Mr. Mike Hoglund of Metro introduced Ms. Barbara Fraser of the Oregon Department of Transportation (ODOT). MPAC was asked to endorse a letter communicating the region's recommendations and future lessons to be folded into ODOT's Statewide Transportation Strategy (STS).

Ms. Fraser introduced an ODOT senior planner, Kristina Evanoff. ODOT is currently in the midst of the public outreach process for STS. This project began from legislative direction in 2007 to reduce greenhouse gases (GHG) emissions from light duty vehicles by 75% below 1990 levels by 2050. This is the same legislation Metro's Climate Smart Communities project originated from. In 2010, SB 1059 provided tools to implement the 2007 legislative directive, and statewide transportation planning for GHG emissions reduction emerged. The challenges of planning for GHG emissions reduction were overviewed, highlighting public acceptance and participation, financing/funding sources, adoption rate of technology, land use (balance of uses), support of decision-makers, multi-jurisdiction coordination and collaboration. It was noted that many strategies to reduce GHG emissions also provide other state and community benefits.

Metro is the only Metropolitan Planning Organization (MPO) required to implement under SB 1059 and HB 2001 legislation. There are differences between the STS and Metro's Climate Smart Communities efforts. While ODOT is looking to 2050, Metro is looking at 2035. Metro focuses on light vehicles, while ODOT has a broader transportation range to examine (heavy duty, light duty, and air travel). Implementing the strategy will require significant collaboration between public and private sectors as well as within the public sector. ODOT used the best data available, but there are many unknowns in the strategies, there are assumptions, and the STS will require adjustments and adaptation over time.

Recommendations to reduce GHG emissions in ground/commercial and freight transportation included changes in the categories of vehicle and fuel technologies, land use, system and mode optimization, pricing and markets. The changes recommended in the vehicle and fuel technologies category are critical in all scenarios. Pricing and marketing is a more controversial strategy, and will require more preparation to implement. The chief challenge will be identifying sustainable transportation funding overall.

Recommendations to reduce GHG emissions in air passenger transportation included changes in the categories of the aviation system, air travel demand and management, and pricing. It was noted that this will require significant federal aviation leadership.

With the STS Vision as it stands, statewide transportation sector GHG emissions are only reduced by 60%, not the required 75%.

The STS timeline includes Phase 1, the public comment and outreach period ending July 20; Phase 2, developing an implementation plan; Phase 3 will be to readjust and adapt during implementation. It was noted that on July 18 there is a public hearing at a regular commission meeting; members were encouraged fill out their survey, and if they would like, participate in future focus groups. ODOT will take the Strategy to the Oregon Transportation Commission for action in October.

Group Discussion Included

Staff clarified that the end-product of STS will be a lens through which to examine planning.

Chair Mayor Willey noted that www.lcd.state.org, has more good info on climate change initiatives.

Mr. Mike Hoglund of Metro noted that the work the state is doing on STS is complementary to the work Metro is doing with CSC. They are applying a similar approach with scenario planning and ways to meet their goal, and their planning has been integrated with CSC. Statewide groups, including STS Policy Committee that Councilor Burkholder is a liaison to and the STS Technical Advisory Committee that Mr. Hoglund is a liaison to, have endorsed the recommendation in the draft JPACT/MPAC letter, and are asking MPAC to endorse the letter. He noted that it was fortunate MPAC had the brownfields presentation, as there are many points of overlap and integration.

MPAC members agreed to endorse the letter (there was not a quorum at the meeting at this time).

6.5 EAST METRO CONNECTIONS PLAN (EMCP) UPDATE

This item was moved to the July 25, 2012 meeting agenda.

7.0 MPAC MEMBER COMMUNICATIONS

There were none.

8. ADJOURN

Chair Mayor Willey adjourned the meeting at 7:10 p.m.

Respectfully submitted,



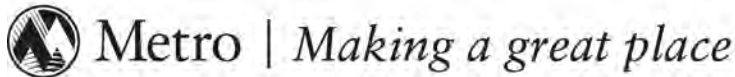
Jessica Atwater
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 06/27/12:

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

ITEM	Document type	Doc Date	Document Description	Document No.
5.0	Article	06/20/12	Mayor Doyle Wins Climate Award at U.S. Mayors Conference	062712m-01

6.3	PPT	06/27/12	Regional Brownfields Scoping Project Preliminary Findings	062712m-02
6.4	PPT	06/27/12	Oregon Department of Transportation Statewide Transportation Strategy	062712m-03
6.4	Pamphlet	None	Oregon Department of Transportation Statewide Transportation Strategy	062712m-04



METRO POLICY ADVISORY COMMITTEE

July 25, 2012

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Jody Carson, 2nd Vice Chair
Kathryn Harrington
Jack Hoffman
Carl Hosticka
Marilyn McWilliams
Doug Neeley
Wilda Parks
Loretta Smith, Vice Chair
William Wild
Jerry Willey, Chair

AFFILIATION

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City of Oregon City, representing Clackamas Co. 2nd Largest City
Clackamas County Citizen
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City of Hillsboro, representing Washington County Largest City

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Sam Adams
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Steve Clark
Maxine Fitzpatrick
Amanda Fritz
Bob Grover
Michael Demagalski
Dennis Doyle
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Oregon Dept. of Land Conservation & Development
Metro Council
Clark County, Washington Commission
City of Troutdale, representing other cities in Multnomah Co.
City of Vancouver

ALTERNATES PRESENT

None

AFFILIATION

STAFF:

Jessica Atwater, Nick Christensen, Kim Ellis, Maria Ellis, Brian Monberg, Kelsey Newell, Katie Shriver, John Williams, and Ina Zucker.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Jerry Willey called the meeting to order at 5:12 p.m. There were not a sufficient number of members present to declare a quorum.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

All attendees introduced themselves.

Mayor Hoffman of Lake Oswego shared with the group that Lake Oswego recently has continued work on the Tigard-Lake Oswego water issue, approved an urban renewal district in Lake Grove, approved a \$5 million general obligation bond ballot measure, and are considering an urban renewal plan for the Boone's Ferry area. He also shared that the City of Lake Oswego has signed a Memorandum of Understanding (MOU) with Clackamas County to examine a framework plan.

Mayor Willey highlighted the article in the July 16, 2012 edition of *U.S. Mayor* about Mayor Shane Bemis of Gresham.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Councilor Harrington shared the following points with the group:

- Dr. Manuel Pastor will be here to discuss the link between sustainability and prosperity and inclusive economic development. This event will be at Metro on Monday, July 30, 2012 at 5p.m., and is free of charge.
- Climate Smart Communities (CSC) has provided an updated brochure outlining Phase 2 and Phase 3 of the project, emphasizing the focus on finding local solutions. Further review and analysis will take place throughout the next year, with conclusion in 2014. MPAC will have another CSC briefing in the next few months.
- This fall the Land Conservation and Development Commission will be adopting rules to guide the process to adopting the preferred scenario for CSC. The public comment period runs from August 1st to September 20th. MPAC will not have an opportunity to formally weigh in during the public comment period as there are no meeting scheduled for that time. Please provide your opinion online at www.oregon.gov/LCD. There will be a public hearing at Metro on Wednesday, September 19 from 1:30 to 4:30p.m., with a final ruling in November.
- The Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) recently approved 3 transportation projects as a part of the Metropolitan Transportation Improvement Program (MTIP).
- The Metro Council has received two proposals in response to its request for proposal (RFP) for the Oregon Convention Center Hotel project. One is from Langley Investment Properties and the other from Mortenson Development. An evaluation committee of public and private stake holders is reviewing proposals. The Metro Council is scheduled to discuss the proposals at the August 9 work session, and will vote to choose a developer on August 16. The Portland Development Commission will vote on August 15.

- Metro is still seeking applications for the Public Engagement Review Committee (PERC). The application deadline is Friday, August 24. A handout with details about PERC and the application was circulated. The first meeting of the public involvement peer group will take place on August 1, 2012.
- Last year, Kaiser Permanente donated \$75,000 to the Vamanos project, Metro has matched those funds. The program focuses on promoting active transportation to the growing Latino population, particularly in Washington County.

5. CONSIDERATION OF THE CONSENT AGENDA

- **The June 27, 2012 MPAC Minutes**
- **2012 MTAC Membership Nominations**

ACTION TAKEN: There was not a quorum thus MPAC did not take action.

6.0 INFORMATION/DISCUSSION ITEMS

6.1 LESSONS LEARNED FROM MPAC'S OREGON CITY DOWNTOWN/MAIN STREET REDEVELOPMENT TOUR

The group discussed what they learned and experienced on the Oregon City tour:

- Inspiring for neighboring cities to see the success of the main streets program
- Method of implementing the main streets program is exciting
- Number of permanent jobs created in Oregon City because of program impressive
- Enjoyable to see all the new businesses; 43 new businesses started in the last four years
- Interesting to learn about the adaptive re-use grant program there

Mayor Doug Neeley of Oregon City shared that although Oregon City had had progress in the past, they hired a main street coordinator, and he has done excellent work. Many progressive property owners have been working with the program; urban renewal has been very helpful. The economic improvement district (EID) has also been an important tool. Oregon City did lose businesses during the recession, however, the ratio of new business to businesses is lost is favorable. Much credit is due to Oregon City's main street coordinator. Mayor Neeley extended thanks to everyone that attended the tour.

Mayor Neeley also noted that the Oregon City Arch Bridge re-opens on October 15, 2012, and invited MPAC members to join the celebration. The Willamette Falls Heritage Society will host an event prior to the re-opening weekend.

6.2 SOUTHWEST CORRIDOR TOUR

Mr. John Williams of Metro highlighted the Southwest Corridor (SW Corridor) information provided in the MPAC packet. On August 8th MPAC will embark on a tour of the SW Corridor. This will be a bus tour that begins at 5pm from Metro, and will return to Metro after a 2 hour tour. Speakers from the jurisdictions will provide information along the tour, which will go all the way to Sherwood. The SW Corridor Steering Committee has also been invited on the tour. A sign-up sheet for the tour was circulated.

Mr. Williams noted that the St. Johns' MPAC Tour will take place on September 12, 2012. Logistics will be emailed out to members in advance. Members asked to add 'Lessons learned from the SW Corridor Tour to the October meeting agenda and asked a St. Johns sign-up sheet be circulated as well.

6.3 EAST METRO CONNECTIONS PLAN (EMCP) UPDATE

Mr. John Williams of Metro introduced the EMCP project, noting that the project has been a partnership that built by consensus a complete set of solution aiming to create jobs and improve quality of life. Mr. Brian Monberg of Metro presented on EMCP.

Policy Background

EMCP has been a partnership between Gresham, Fairview, Troutdale, Wood Village, and Multnomah County, who have worked with multiple stakeholders. The first Regional Transportation Plan (RTP) was completed in 2010, which is the first instance of collective advocacy for funding for East Multnomah County; the EMCP recommendation will lead to an amended RTP. EMCP has created a blueprint for collective advocacy for East Multnomah County. EMCP focuses on investments that serve key land uses most effectively as opposed to land use changes. He highlighted the Gresham Vista Business Park, Mount Hood Community College (MHC), and Edgefield as key investment areas for EMCP, due to industrial, community, and economic development opportunities, respectively.

Mr. Monberg overviewed the project's timeline, noting that July 2012 marked the finalization of priorities. Mr. Monberg overviewed the foundational goals of the program noting the project strives to improve north-south and east-west connectivity, make the best use of the existing transportation system, develop multiple solutions that serve all transportation modes, foster economic vitality, distribute growth and burdens equitably, enhance livability, support local community visions, and enhance the natural environment. EMCP's needs analysis revealed that there is a lot of capacity in the arterial system of East Multnomah County as it exists now, so EMCP decided to balance performance, use existing mobility in arterials, distribute equitably. Mr. Monberg overviewed the public outreach strategy for EMCP, noting that health outcomes were also examined using a grant from Multnomah County.

Recommended Investment Packages

Originally there were over 200 projects. EMCP evaluated about 120 projects after identifying projects that work toward a common need. Investment packages composed of sets of key investments in the categories of north-south connectivity, downtown employment areas, and regional mobility were created. North-south connectivity was deemed to be a priority over east-west connectivity.

Mr. Monberg presented projects in each the three categories. In the north-south connectivity category, he highlighted improvements to 238th/242nd, the Southeast Gateway, and safety corridors at 181st/182nd and 257th/Kane Road. In the economic development category, he highlighted 8 key downtown areas in East Multnomah County, focusing particularly on downtown Gresham. In the regional mobility category he highlighted projects that provide connections to economic development, tourism, neighborhoods, multi-modal transit and trails, and MHC, as well as promote economic development, and improve signal timing coordination. Mr. Monberg presented the recommended investment packages map to MPAC.

EMCP developed 16 recommended investment packages within the three categories, all focused on improvements to access and mobility, economic development, and safety. There was unanimous endorsement from the EMCP Steering Committee for these recommendations on June 6th, since then all partner jurisdictions and stakeholders have also endorsed.

On August 9, 2012 the Joint Policy Advisory Committee on Transportation and the Metro Council will hear EMCP's recommended investment packages. In fall or winter of 2012, updates will be made to the RTP and local Transportation System Plans (TSPs). Projects with high performance, feasible implementation, and consensus are those investments that will be acted on. EMCP has begun looking for funding sources for projects.

Group discussion included

Members appreciated that several of the EMCP projects will also benefit Clackamas County. Staff noted that Clackamas County has been an important partner as well.

Members appreciated the thorough public outreach process and consensus based process.

Members asked about how this project was initiated and funded. In 2007, Multnomah County and partner cities signed a memorandum of understanding that this study needed to be done. The Multnomah County Business Association pushed for it. \$950,000 of the \$1.3 million came from Federal Highway Administration (FHWA), some came from Metro, and there was a match from local communities.

6.4 THE COMMUNITY INVESTMENT INITIATIVE (CII) STRATEGIC PLAN

Councilor Hosticka introduced the Community Investment Initiative (CII). The conclusion of the UGB decision in fall 2011 marked a watershed for Metro in that it could shift its focus from the edge of the region to within the region. There will be approximately 675,000 more people in the next 20 years, and \$27-41 billion in infrastructure needs. Metro alone cannot instigate the development of infrastructure that is required to meet the needs of the region's growing population. After some research of what other regions were doing to address this issue, the most successful cases often involved a public-private partnership. Metro catalyzed the creation of the CII Leadership Council.

Ms. Karen Williams of CII Leadership Council (CII LC) presented on CII's strategic plan. CII is a volunteer coalition of private sector and community leaders committed to building the region's economy and creating living-wage jobs by investing in infrastructure. Metro has empowered this group to develop solutions as an entity separate from Metro. CII focuses on how the public and private sector can work together to meet the needs of our growing population, and close the infrastructure funding gap. CII's core strategies to address this issue are to increase resources for transportation investments, establish an infrastructure investment vehicle for the region, create a 'development-ready' pilot program for local communities, and to support infrastructure planning for school districts.

Infrastructure Investment Vehicle

Mr. Tom Imeson of the Port of Portland presented on the 'infrastructure investment vehicle' for the region, currently called the Regional Investment Enterprise (RIE). CII wants to identify projects within UGB that are critical for economy, identified by local and regional jurisdictions, and that

cannot receive funding through traditional funding mechanisms. This entity will not assume responsibility for maintenance of these infrastructure projects. The CII LC has given itself 9 months to resolve critical issues, such as defining 'regionally significant,' RIE functions, governance issues, etc. CII needs help in answering the types of questions outlined, and will work with regional partners. The strategy also calls for partnering with the state so approaches are aligned. Ms. Williams will be the CII liaison to the state.

'Development-ready' Pilot Program

In this pilot program, communities would evaluate their processes by which they allow development. It would be a private evaluation of public process looking for ways to improve encouraging development. Several communities have expressed a desire to participate, but no one has been selected yet.

Increase Resources for Transportation Investment

This strategy is trying to achieve public goals while strengthening the region's economy. CII will support the transportation funding package brought forward to the state legislature by Metro, MPAC, and JPACT in 2013. CII believes that the gas tax needs to be reformed to conform more accurately to how people drive and use the road system. CII is in support of a voluntary Vehicle Miles Traveled (VMT) program instead of the gas tax.

Support Infrastructure Planning for School Districts

This strategy works to analyze which educational infrastructure and facilities over time in conjunction with information on the changing demographics and growing population data provided by Metro to make infrastructure investments in educational facilities across the region. This will increase the region's efficiency in prioritizing educational facility investments.

Mr. Imeson expressed that these are all ambitious but beneficial strategies. CII will need the support of its public sector partners to achieve these goals. Communication about opportunities or barriers to strategies is important to CII's success. CII will keep MPAC updated and would like MPAC's feedback as the project moves forward.

Group discussion included

Members asked where funding will come from for the projects that come to the RIE. CII representatives responded that funding will depend on the type of project and the return on investment (ROI). Some CII members would like to bundle projects and present that opportunity for private funding; private funding is interested in an ROI. In Partnerships BC, projects remain publicly owned. The management structure may be private. Some CII members appreciate that this model addresses the gap between existing infrastructure and its upkeep. CII needs to work with stakeholders to identify if the RIE will be public or private, and the types of projects worked on in the RIE.

Members encouraged CII representatives to focus on how the RIE is funded and project funding with specific examples from other regions to identify the RIE's structure, authority and how it works in their next communication project.

Some members expressed concern that local jurisdictions would be competing for funding with the RIE. They also wondered if a public project was over budget, if the RIE would be able to assist.

CII representatives clarified that the RIE would not be a competitor for funding, its goal is to tap into or create additional funding resources.

Some members expressed concern for public-private partnership and the practice of the public sector selling public equity to the private sector. CII representatives responded that although this is a traditional public-private sector practice, CII will not do this. CII is looking for ways to accomplish projects through a relationship with a private entity in which projects will most likely remain publicly owned.

Metro Council members clarified that the Council asked CII figure out how to overcome the barriers and funding gaps for the achieving the outcomes that our communities want to achieve.

Chair Mayor Willey indicated that CII will be on the MPAC agenda in 2013.

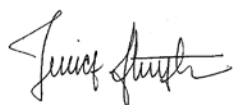
7.0 MPAC MEMBER COMMUNICATIONS

There were none.

8. ADJOURN

Vice Chair Willey adjourned the meeting at 7:08 p.m.

Respectfully submitted,



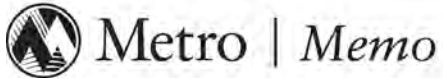
Jessica Atwater
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 07/25/12:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
NA	Agenda	NA	Revised MPAC agenda for 7/25/12	072512m-01
5.0	Memo	7/20/12	MTAC Nominations for MPAC Approval	072512m-02
5.0	List	NA	MTAC Nominations for MPAC Approval	072512m-03
4.0	Handout	July 2012	Climate Smart Communities Project background	072512m-04

4.0	Handout	Summer 2012	Public Engagement Review Committee information	072512m-05
4.0	Flyer	NA	Dr. Manuel Pastor presentation: 'Looking Forward: linking prosperity, inclusion and sustainability in metropolitan America	072512m-06
6.3	PPT	7/25/12	East Metro Connections Plan slideshow	072512m-07
6.4	PPT	7/25/12	Community Investment Initiative slideshow	072512m-08



Date: July 20, 2012

To: Metro Policy Advisory Committee

From: John Williams
Deputy Director, Planning & Development
Chair, MTAC

Re: MTAC Nominees for MPAC Approval

Please see the 2012 nomination for the Metro Technical Advisory Committee in the attached table (one nomination). As per MPAC bylaws, MPAC may approve or reject any nomination.

Any vacant positions are still pending and will be submitted for MPAC consideration as soon as they are received.

If you have any questions or comments, do not hesitate to contact me.

Thank you.

**METRO TECHNICAL ADVISORY COMMITTEE
2012 MEMBERS**

	<i>Position</i>	<i>Member</i>	<i>Alternate</i>
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	<i>Vacant</i>
3.	Washington County Citizen	Bruce Bartlett	Dresden Skees-Gregory
4.	Largest City in the Region: Portland	Susan Anderson	Joe Zehnder (1st), Tom Armstrong (2nd)
5.	Largest City in Clackamas County: Lake Oswego	Denny Egner	<i>Vacant</i>
6.	Largest City in Multnomah County: Gresham	Jonathan Harker	Stacy Humphrey
7.	Largest City in Washington County: Hillsboro	Pat Ribellia	Colin Cooper (1st), Alwin Turiel (2nd)
8.	2nd Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2nd Largest City in Washington County: Beaverton	Don Mazziotti	Tyler Ryerson
10.	Clackamas County: Other Cities	John Sonnen, West Linn	Michael Walter, Happy Valley
11.	Multnomah County: Other Cities	Lindsey Nesbitt, Fairview	Rich Faith, Troutdale
12.	Washington County: Other Cities	Julia Hajduk, Sherwood	Jon Holan, Forest Grove (1st), Aquila Hurd-Ravich, Tualatin (2nd), Dick Reynolds, Cornelius (3rd)
13.	City of Vancouver	Chad Eiken	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Chuck Beasley	Karen Schilling (1st), Jane McFarland (2nd)
16.	Washington County	Andy Back	Aisha Willits

17.	Clark County	Michael Mabrey	Oliver Orjiako
18.	ODOT	Lainie Smith	Kirsten Pennington (1st), Lidwien Rahman (2nd)
19.	DLCD	Jennifer Donnelly	Anne Debbaut
20.	Service Providers: Water and Sewer	Kevin Hanway (Water)	Dean Marriott (Sewer)
21.	Service Providers: Parks	Hal Bergsma	<i>Vacant</i>
22.	Service Providers: School Districts	Tony Magliano (Portland Public Schools)	Dick Steinbrugge (1st – Beaverton); Ron Stewart (2nd – N. Clackamas)
23.	Service Providers: Private Utilities	Shanna Brownstein	Annette Mattson
24.	Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
25.	Service Providers: TriMet	Jessica Engelmann	Eric Hesse (1st); Alan Lehto (2nd)
26.	Private Economic Development Associations	Peter Livingston	Darci Rudzinski
27.	Public Economic Development Organizations	Eric Underwood (Oregon City)	<i>Vacant</i>
28.	Land Use Advocacy Organization	Mary Kyle McCurdy	Tara Sulzen
29.	Environmental Advocacy Organization	Jim Labbe	Bob Sallinger
30.	Housing Affordability Organization	Ramsay Weit	<i>Vacant</i>
31.	Residential Development	Justin Wood	Ryan O'Brien (1st), Dave Nielsen (2nd)
32.	Redevelopment / Urban Design	David Berniker	Joseph Readdy
33.	Commercial / Industrial	Dana Krawczuk	<i>Vacant</i>

34.	Green Infrastructure, Design, & Sustainability	Mike O'Brien	<i>Vacant</i>
35.	Public Health & Urban Form	Moriah McSharry McGrath	Paul Lewis (1st), Jennifer Vines (2nd)
	Non-voting Chair	Robin McArthur	John Williams

MPAC Worksheet

Agenda Item Title: Opt In review and opportunities

Presenter(s): Adam Davis, DHM Research; Jim Middaugh, Metro Communications Director

Contact for this worksheet/presentation: Jim Middaugh, 503 797-1505

Date of MPAC Meeting:

Purpose/Objective

This presentation will provide an overview of Opt In results to date and provide information about how MPAC members and others may access the Opt In panel for public engagement work within their jurisdictions.

Action Requested/Outcome

DHM and Metro want to ensure that all local jurisdictions understand how Opt In is performing and how to access the Opt In panel.

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

Opt In is an effective, low-cost way to solicit public comments and participation in local government decision making. By using the Opt In panel, local governments may save money and improve the number and diversity of people participating in decision making.

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

MPAC has not considered Opt In. The Opt In panel has grown to more than 18,000 participants from all across the region since it was launched in February of 2011. Nearly 20 different surveys have been fielded to Opt In members.

What packet material do you plan to include?

A question and answer sheet about Opt In, a map of current members, and a cost comparison sheet will be provided for the packet.



OPT IN Q & A

What is Opt In?

Opt In is a community engagement tool open to all residents and governments in the Portland metropolitan area. Opt In provides an opportunity for residents to receive updates and weigh in on planning and community issues through short online surveys. In addition to other forms of engagement – both online, like Facebook, Twitter and news pages, and in person, like open houses and community meetings, Opt In is another way for residents to provide input and stay informed about important community issues.

Do people participate in Opt In?

Yes. Between 40 percent and 70 percent of Opt In members weigh in on each survey, and have since Opt In started in February 2011. A typical response rate to an online or telephone survey is between 10 percent and 30 percent.

What are the advantages of using an online platform for community engagement?

Opt In provides governments with a new and more effective way of engaging a broader spectrum of the public. Once you join Opt In, you are able to respond to questions and make additional comments on your own time and in your own words – and from anywhere with internet access. The decision process comes to you.

While your identifying information is not associated with your comments and responses, Opt In collects some demographic information like city, county, age and gender to see how representative Opt In members are of the community. In a time of decreasing budgets, Opt In expands public involvement and public opinion research at cost far less than traditional techniques.

How are Opt In questions prepared?

Topics for Opt In surveys are determined by the agency sponsoring the survey, often with input from collaborating organizations and feedback from members about what's important to them. Questions are developed by DHM Research, an independent, non-partisan public opinion firm in Portland.

How is Opt In used?

Opt In information is used much like input gathered from residents at public meetings. It is not a complete substitute for meetings, nor is it the only information agencies use in planning and policy-making. Opt In information serves as an additional "data point" for the elected officials and staff to consider along with many other kinds of information.

What information is available and how is Opt In reported?

Results to every Opt In question are available on the Opt In website. Opt In is committed to complete transparency of survey results. You can view annotated questionnaires and reports as pdf files here: <http://www.optinpanel.org/index.php/work>

Is Opt In representative of the community?

The panel as a whole is not representative of our community. However, Opt In has more than 18,000 members. For most surveys, hundreds of people from each county, income range, county and minority group participate. The Opt In team is working diligently with the assistance of different community organizations to build an Opt In panel that is representative of the population in the region. You can help diversify and grow Opt In membership by inviting people you know and track our progress here http://www.optinpanel.org/index.php/whos_opt_in/

Can't members skew results?

Each Opt In member has a unique ID and is given a unique URL for every survey. This allows them to participate in each Opt In effort only one time.

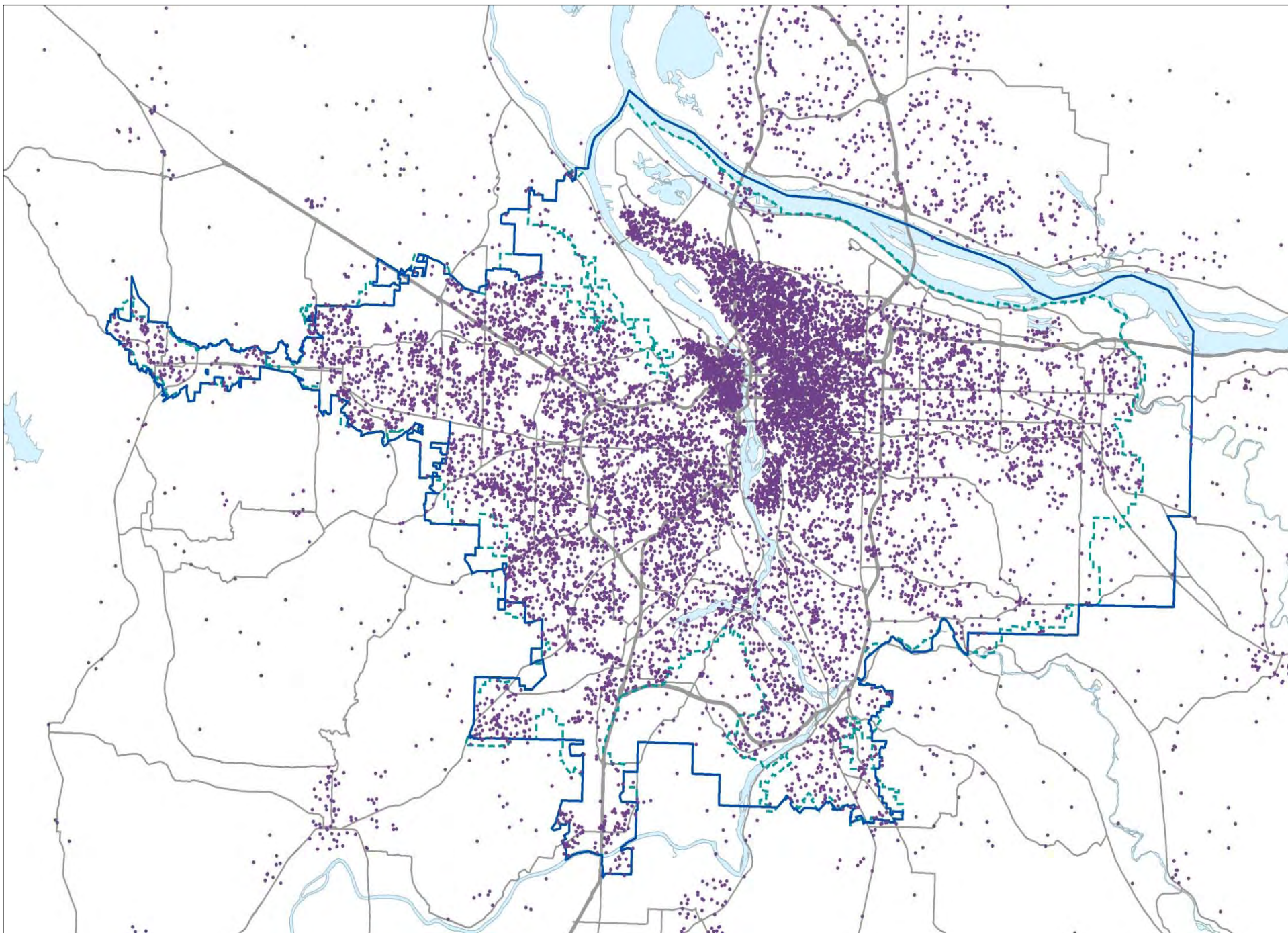
How do you know members are providing valid information?

Like other forms of community engagement and opinion research, we need to count on people being honest. When you ask questions over the telephone or in-person, people can provide false answers too, but we find this is not the common trend for public opinion research.

What about people without internet access or who have disability or language barriers?

Opt In and its partners are working with community organizations to identify and address barriers. We have provided small grants to community groups to help low-income residents access computers and have piloted a project providing written surveys, both in English and Spanish. We're also exploring developing a mobile "app" for smart phones. We recognize that Opt In won't be the best tool for everyone in the region and are committed to continuing to provide engagement opportunities through other methods.

Location of Opt In's 18,279 members



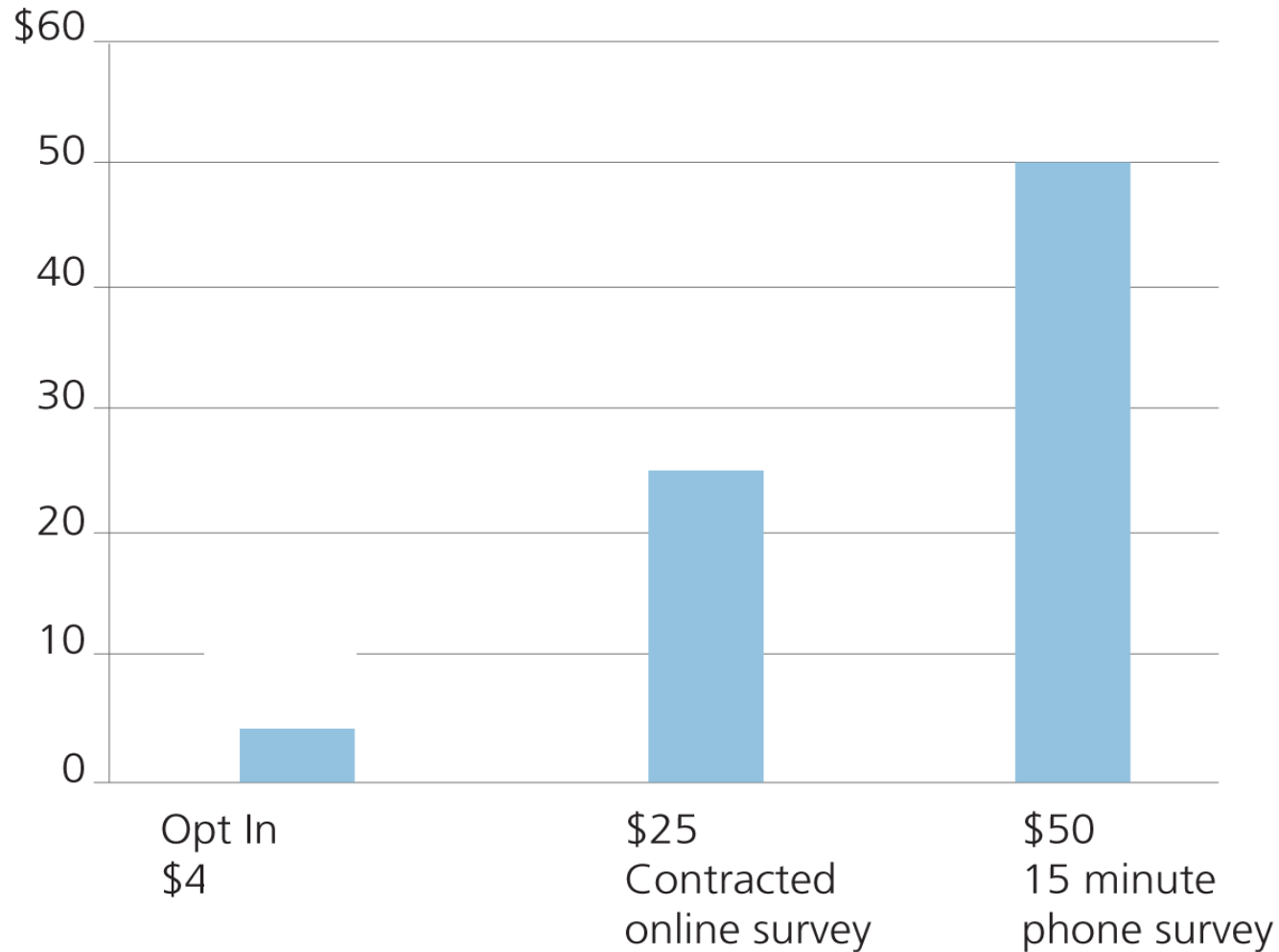
Opt In participation by the numbers

20% to 70% of members respond to each survey (depends on topic)

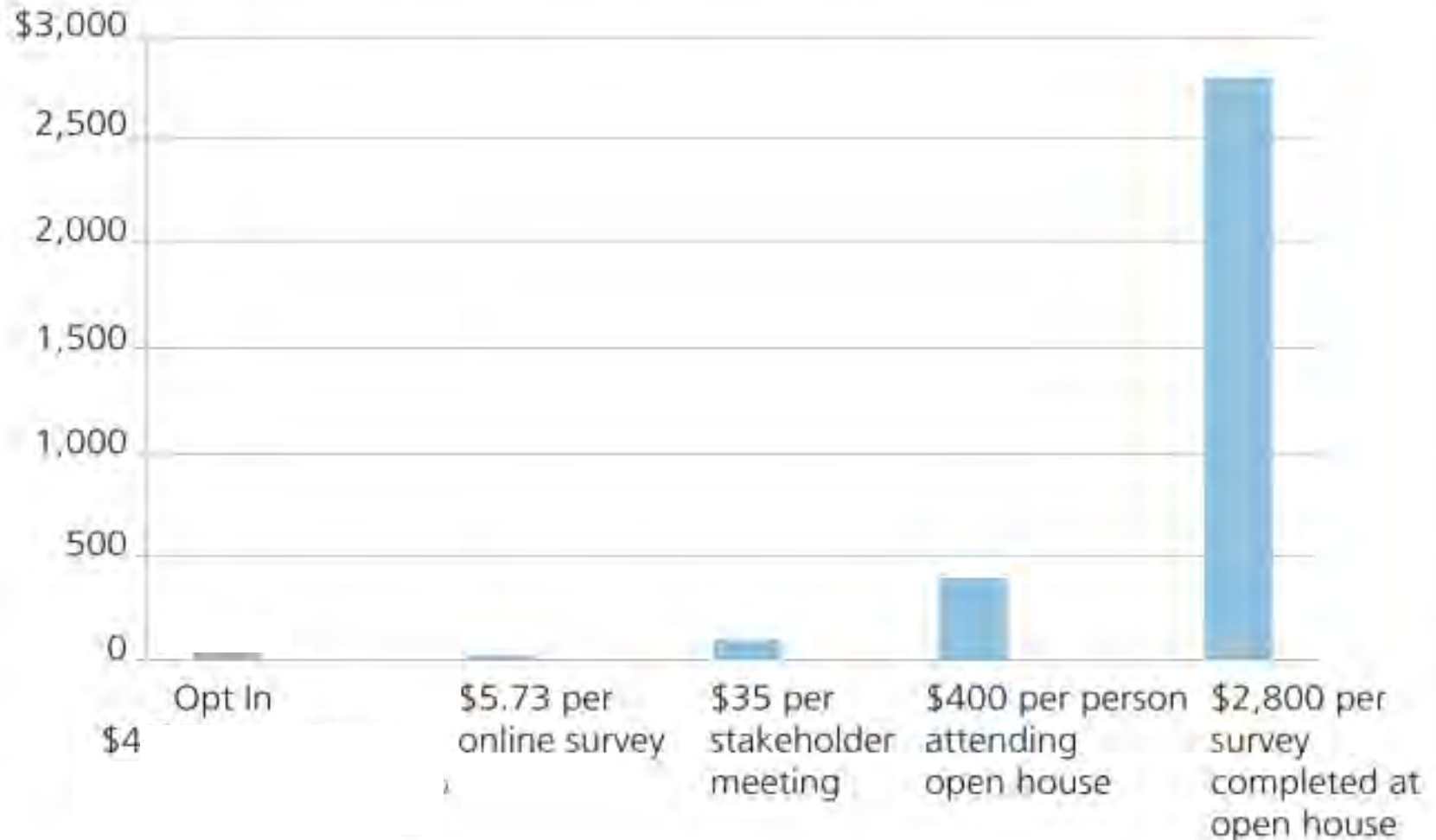
Typical respondents to a region-wide survey

- 700 who make less than \$50k
- 600 in each age group (18-34; 35-54; 55+)
- 600 without a college degree
- 400 from each county
- 400 from each political ideology
- 200 minorities

Opt In vs. traditional research



Opt In vs. traditional tools



MPAC Worksheet

Agenda Item Title Regional Industrial Site Readiness project

Presenter: Ted Reid (Senior Regional Planner, Metro)
Bernie Bottomly (Vice President of Government Relations and Economic Development,
Portland Business Alliance)

Contact for this worksheet/presentation: Ted Reid (503-797-1768; ted.reid@oregonmetro.gov)

Council Liaison Sponsor: Councilors Harrington and Collette

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

Information ☒ _____

Update _____

Discussion ☒ _____

Action _____

MPAC Target Meeting Date: October 10, 2012

Amount of time needed for:

Presentation 20 minutes

Discussion 25 minutes

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

- Provide MPAC with final results of the Regional Industrial Site Readiness project.
- Provide MPAC with an opportunity to discuss possible next steps for making more of the region's large industrial sites development-ready.

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

How might MPAC wish to use this study's findings to inform future investment and policy decisions at the local and regional level?

Background and context:

Traded-sector firms sell goods and services to buyers outside of the metro region, increasing the region's wealth. Our region has many sites with the potential to grow high-paying manufacturing and other traded-sector jobs, but a new study finds that these sites require a variety of actions to make them development-ready and attractive to traded-sector firms. Those actions include regulatory approvals (permitting, mitigation), infrastructure (sewer, water, transportation, fill), aggregation of sites, brownfields clean-up, and state/local actions (land division, rezoning, annexation). The completed study consists of two phases and was conducted by Group Mackenzie for Metro, NAIOP, the Portland Business Alliance, Business Oregon, and the Port of Portland.

Phase 1 of this project identified 56 large vacant sites in the region’s urban growth boundary and selected urban reserves that are designated for future industrial development¹. Sites were ranked based on how much time is required to make them development-ready.

Phase 2 of this project analyzed 12 example sites in greater detail. The sites were chosen because they illustrate a variety of traded-sector development opportunities and challenges. The analysis included hypothetical development scenarios with summaries of the actions needed to make the sites development-ready and the costs and timeframes to do so. In addition, the economic benefits of successful development—jobs, property tax and state income tax—were estimated.

Ensuring our region can provide development-ready sites for new and growing companies is a responsibility of local, regional, and state agencies as well as the private sector. To start a dialogue, the report’s recommendations include:

- Maintaining and expanding existing state infrastructure funding and technical assistance programs while exploring additional opportunities to improve state support
- Improving predictability of state and local regulatory and permitting processes to reduce risk and increase private sector investment
- Exploring opportunities for regional and state funding for “patient developer entities,” either public or private, that can invest in due diligence and site preparation without requiring a market-driven return on investment

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

- MPAC heard about the results of Phase 1 of this project in January 2012.
- MPAC members had the opportunity in June 2012 to tour the TRIP site, one of the large industrial sites included in this study.
- Phase 2 of the study was completed this summer.
- The Metro Council received a briefing on the project on September 25.
- The study was the focus of an October 3, 2012 Regional Leaders’ Forum, which will help to inform aspects of the Oregon Business Plan.

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

Executive summary of the Regional Industrial Site Readiness project.

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

Metro Council:	September 25 (done)
MTAC:	October 17
JPACT:	TBD

¹ This study inventoried sites with 25 or more vacant, buildable acres. Only three of the 56 sites inventoried are currently outside the UGB in urban reserves. Urban reserves are not designated for particular uses, but the urban reserve sites included in the inventory are generally suitable for industrial uses.



REGIONAL INDUSTRIAL SITE READINESS REPORT PROJECT OVERVIEW

In 2011, Business Oregon, Metro, the Oregon chapter of NAIOP (the Commercial Real Estate Association), the Port of Portland, and Portland Business Alliance began a comprehensive review of the market-readiness of the Portland region's inventory of industrial sites of 25 acres or more¹. The goal of this project was to study the challenges, costs and benefits associated with the development of these large industrial sites to accommodate the expansion and recruitment of traded-sector companies. Traded-sector firms sell goods and services to buyers outside of the metro region, increasing the region's wealth. Attracting and retaining traded-sector industrial companies is important for the Portland region's and state's long-term economic prosperity.

Our region has the potential to grow the base of high-paying manufacturing and other traded-sector jobs, but the sites required for these new facilities often need investment to make them ready for large employers in a timely fashion. These investments include regulatory approvals (permitting, mitigation), infrastructure (sewer, water, transportation, fill), aggregation of sites, brownfields clean-up, and state/local actions (land division, rezoning, annexation).

Phase 1 of this project identified and evaluated 56 sites across our region that are zoned, planned or designated for future industrial development. Sites in the inventory were ranked based on their market readiness, or how much time is required to make the site "development-ready" for building construction: Tier 1 (more than 6 months to "development-ready"), Tier 2 (7 to 24 months to "development-ready"), and Tier 3 (more than 24 months to "development-ready"). The findings from this inventory were:

- Only nine of the 56 sites could be "development-ready" within six months, potentially resulting in missed expansion and recruitment opportunities and jobs.
- There are few industrial sites of 50 or more acres in the region, and only two of those are "development-ready" within six months. Parcel aggregation is a key issue to supplying larger sites to the market.
- Most Tier 2 and Tier 3 sites have many constraints to their development and will require significant investments, policy actions and time to make them ready for development.

Phase 2, completed in August 2012, further analyzed 12 diverse sites in the region from Tier 2 and 3. The sites were intended to be illustrative of a variety of traded-sector development opportunities and different challenges to development. The analyses included hypothetical traded-sector development scenarios along with the requirements, costs and development timeframe necessary to make these sites "development-ready". In addition, the economic benefits of successful development – jobs, state personal income taxes, and local property taxes - were identified. The findings from the detailed development assessments were:

¹ For purposes of this study, only vacant, industrially zoned or planned lands within the Portland metropolitan urban growth boundary (UGB) and selected urban reserves were analyzed. Rural areas of Clackamas and Washington counties outside the UGB were not included in this analysis. The study identified and documented user-owned sites held for future use but excluded these from the detailed analysis because these sites were not available to the marketplace.

- Significant time and financial resources are necessary to advance Tier 2 and 3 sites to a “development-ready” status.
- Infrastructure funding is a critical limiting factor to site readiness with off-site infrastructure representing 44% of costs, with transportation being the largest line item.
- Potential economic benefits (jobs, state personal income taxes, and local property taxes) from successful traded-sector development would be significant. The state’s general fund would be the largest beneficiary from associated job and income tax revenue growth.
- Front-end work on investigating and preparing sites for market readiness can have a significant impact on their viability as time and risk are key impediments. Site constraints with low costs and long timeframes may be a good initial place to focus efforts.
- A willing property owner and motivated jurisdiction are critical to moving industrial sites to market.

Potential Economic Benefit, All 12 Case Study Sites

	Total
Total Direct Jobs	12,500
Average Annual Wage Level	\$97,000
Total Property Tax over 20 years	\$217 million
Total State Personal Income Tax over 20 years (direct jobs only)	\$764 million
Total State Personal Income Tax over 20 years (direct and indirect)	\$2.3 billion

(Source: Regional Industrial Site Readiness, August 2012)

Next steps

Ensuring our region can provide “development-ready” lands for new and growing companies is a responsibility of many partners: local, regional and state governments and the private sector. This project’s report provides recommendations that these partners should consider and act on to strengthen our state’s economy. A few of those recommendations include:

- Maintaining and expanding existing state infrastructure funding and technical assistance programs while exploring new opportunities for state support to move industrial sites to market readiness.
- Streamlining and improving predictability of state and local regulatory and permitting processes to reduce risk and increase private-sector investment.
- Encouraging state funding of due diligence work that can help attract private and public sector investment, speed environmental work and facilitate site aggregation efforts.
- Exploring opportunities for regional and state funding of due diligence studies and site preparation costs to reduce site uncertainties and increase readiness for development.

This report will inform discussions among elected officials and private-sector leaders to identify and implement new policies and investments to ensure the region and state has an adequate supply of “development-ready” industrial sites for traded-sector job growth. The report will be featured at a regional forum of the Oregon Business Plan on October 3, and at other public events in the months ahead.

A copy of the report and its recommendations can be found online at:
http://www.valueofjobs.com/land_study_2012/ls_land_readiness.html.

For more information, please contact:

Business Oregon: Michael Williams, 503/986-0141, michael.williams@biz.state.or.us

Metro: Ted Reid, 503/797-1768, ted.reid@oregonmetro.gov

NAIOP Oregon Chapter: Kirk Olsen, 503/535-0616, kolsen@dermody.com

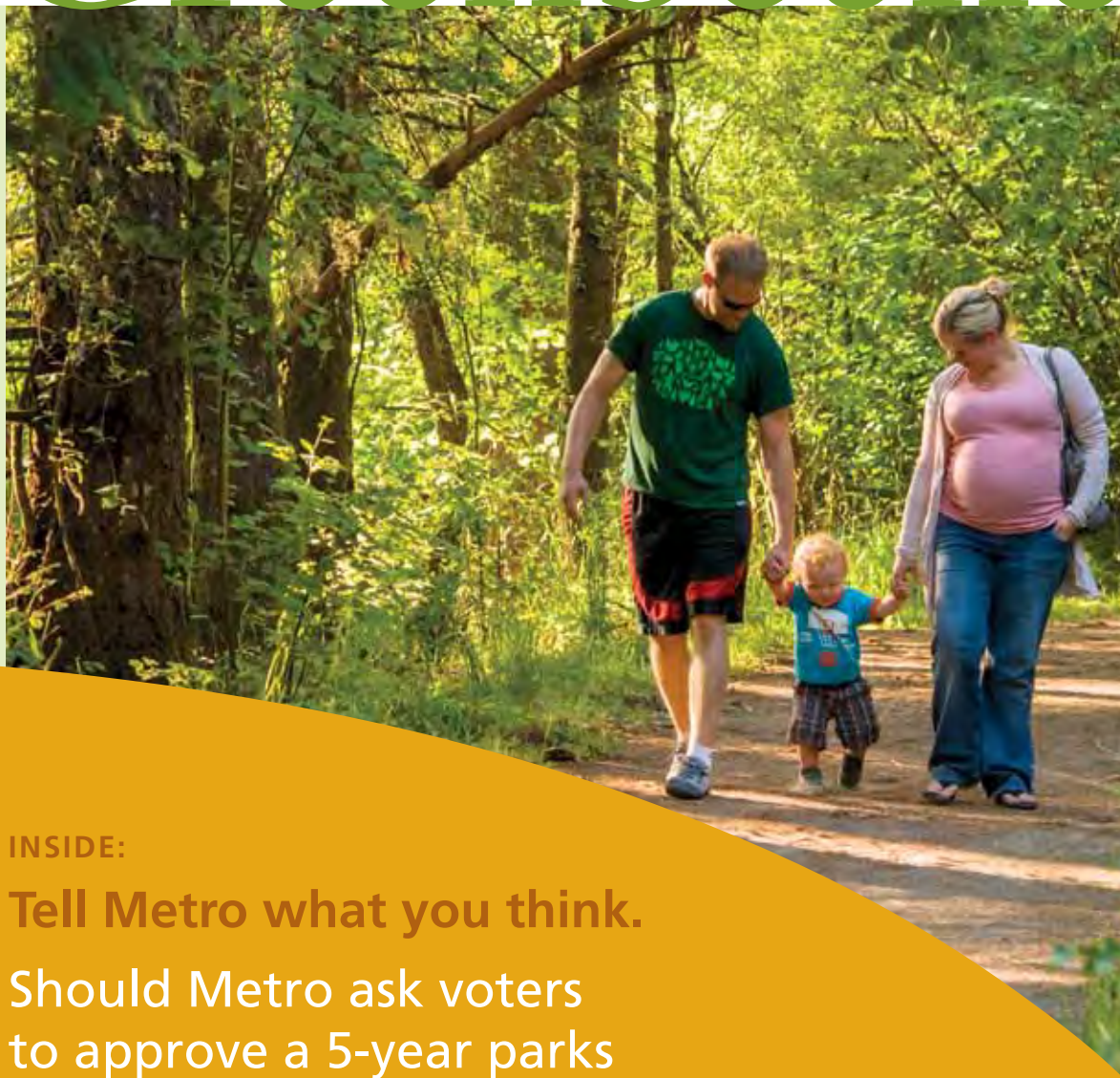
Port of Portland: Lise Glancy, 503/415-6519, lise.glancy@portofportland.com

Portland Business Alliance: Bernie Bottomly, 503/552-6746, bbottomly@portlandalliance.com

Materials following this page were distributed at the meeting.

FALL 2012

GreenScene



INSIDE:

Tell Metro what you think.

Should Metro ask voters
to approve a 5-year parks
and natural areas levy?

Find out more on page 2.



Metro | *Making a great place*

www.oregonmetro.gov



Should Metro ask voters to approve a 5-year parks and natural areas levy?



Jim Cruce photo

One of the things that makes this region special is its easy access to the great outdoors. But it's more than that. Time and again, the region's residents have made it a priority to protect rivers, streams and water quality and to preserve habitat for salmon, birds and other wildlife.



In fact, that commitment to preserving what makes this region unique is unique in its own right. With the approval of two bond measures (1995 and 2006) in Clackamas, Multnomah and Washington counties, voters directed Metro to build a region-wide network of natural areas, parks and trails that help protect clean air and water, preserve habitat, and provide opportunities to enjoy the outdoors. Today Metro owns and manages more than 16,000 acres of land – more than a third of all the public parks and natural areas in the region.

With the future of these special places in mind, the Metro Council is considering the best way to make the most of the region's parks and natural areas, and to maintain them sufficiently and consistently now, avoiding the more costly repair and clean up that comes with a lower level of maintenance.

Independent panel recommends levy

While the voter-approved bond measures provide funds to purchase land, the law prohibits the use of bond money for maintaining and operating these sites. In July an independent advisory panel of 15 business, conservation and community leaders from around the region considered Metro's work to acquire, restore and operate regional parks and natural areas, and the associated challenges of taking care of them.

To meet these challenges, the panel recommended the Metro Council refer to voters a 5-year levy of between 10 and 12 cents per \$1,000 of assessed property value. At 10 cents per \$1,000, the average homeowner would pay \$20 a year to:

- ensure water quality for people, fish and wildlife
- protect and restore habitat
- control invasive weeds
- give people more – and safer – opportunities to enjoy nature, particularly in areas where people have limited access today
- provide children more opportunities to experience these special places, and increase volunteer opportunities
- ensure that all residents of the region can benefit.

The panel came together from all over the region – most of us had never met. Our discussions were robust as we considered how to continue to maintain parks, protect water quality and preserve habitat. We encourage our fellow residents to think through these important questions and tell the Metro Council what they think.

– Fred Miller, advisory panel chair and former
Portland General Electric vice president

Tell Metro what you think. Take the survey.

Tell the Metro Council whether you think a 5-year levy to maintain and operate Metro's parks and natural areas should be referred to voters. A quick online survey will ask you:

- How important is preserving water quality, wildlife habitat and providing people with great places to enjoy nature? Does the panel's recommendation reflect your priorities?
- What should the levy support? Controlling invasive weeds and protecting habitat? Increased access for walking, hiking, fishing?

- When should the council ask voters to approve a levy?

Learn more about the advisory panel and its recommendations and take the survey by Nov. 19.

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Take the survey at
www.oregonmetro.gov/nature.

Prefer another way to weigh in?
Call 503-797-1741.

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What do Metro's parks and natural areas look like?

Turn the page and explore.

This edition of GreenScene takes you on a trail that connects communities, and highlights restoration projects that will revive some of the region's lost oak habitat and transform an industrial tree farm into a diverse forest.

You can also check out summer snapshots of your neighbors exploring, restoring and connecting with beauty that's close to home.

Best of all, you can discover ways to get out there, too – to see salmon spawning, hunt for mushrooms, identify wildflowers, kayak the Willamette Narrows and more.

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Metro is committed to protecting and restoring habitat where native birds, fish and plants can thrive. Below, find out about the restoration of valuable oak habitat in the Willamette Narrows. Then, turn the page to learn about a project at Chehalem Ridge that's transforming a tightly planted industrial timber lot into a diverse forest.



Metro scientist Elaine Stewart was thrilled to find this white rock larkspur – *Delphinium leucophaeum*, a federal species of concern – in the Willamette Narrows in mid-June. “I don’t think there’s another place in the region with so many delphinium,” she said.

Metro preserves valuable oak habitat at voter-protected natural areas across the region

Major restoration project underway at the Willamette Narrows natural area near West Linn

On a warm June morning, a Pacific wren warbled complex melodies in a canopy of craggy oaks. Seed-heavy native grasses like blue wild rye and brome bowed in a breeze. Atop rocky outcrops, prairies bore delicate blooms of purple brodiaea and native triteleia, a white lily – the latest in a succession of color at Metro’s natural areas in the Willamette Narrows.

This sun-dappled oak woodland is a spectacular landscape, encompassing steep Willamette River cliffs and rocky islands. But scientists know that something is amiss. Douglas fir and Oregon ash are rapidly shading out the Oregon white oak and other plants that are part of the oak community.

At Metro’s 16,000 acres of voter-protected natural areas and parks, oak habitats have become a top priority for protection and

enhancement. Just a few hundred years ago, much of the region’s now conifer-rich landscape was light and open oak woodlands and prairies. In fact, it’s estimated that as much as 1 million acres in the 3.3 million-acre valley were covered in Oregon white oak savanna and woodland. Today, only 8 percent remain.

The Willamette Narrows natural area, which spans more than 500 acres, contains some of the largest contiguous expanses of Oregon white oak trees in the Portland area. That’s why Metro is taking steps this year to make sure they thrive.

Oak management: an ancient practice, revived and updated

Since settlement here began, nearly all of the valley’s oak habitats have been converted to agriculture or urban uses. Settlement also brought fire suppression, causing further declines in oak acreage. For centuries,

indigenous people nurtured oak habitat, setting fires in oak woodlands and savannas to improve hunting and the production of plants they relied on for food. These frequent, low-intensity fires killed oak competitors while the oaks thrived. The oaks also benefited from natural fires. Without fire to burn off competing vegetation, faster-growing Douglas firs eventually overtop and shade out oaks.

Metro’s goal at the Narrows is to “release” the oaks – that is, eliminate their competition and maintain a plant community rich in native biodiversity. Non-native and invasive plants have been removed and the most significant work comes this fall: Metro will fell or top some 650 trees that stand between the oaks and the sun, freeing up water, nutrients and light for the oaks.

“We’re going to benefit a group of species that depend on this habitat, such as the white-breasted nuthatch,” said Metro’s Elaine Stewart, project manager for the Willamette Narrows restoration work.

“The land cannot take care of itself; invasive species, without action by humans, take over native plants,” said Metro scientist Elaine Stewart.



Marked with an “S” for “snag,” this Douglas fir tree in the Willamette Narrows will have the top cut off; the rest will be left as a source of food, rest and shelter for wildlife. “Not every fir will be cut,” Stewart said. “We wanted to target tree removal.”

“A suite of species – plants and animals – is associated with Oregon white oaks,” said Susan Barnes, conservation biologist with the Oregon Department of Fish and Wildlife. “We need to take actions to protect what is left, to re-establish oaks through planting of new trees and to enhance other areas by oak release.”

For Metro, managing natural areas is an ongoing commitment

Those actions include ongoing data gathering and analysis, and a good amount of hand labor. In late October, staff will sow seeds of native wildflowers and grasses collected by volunteers from Metro’s Native Plant Center.

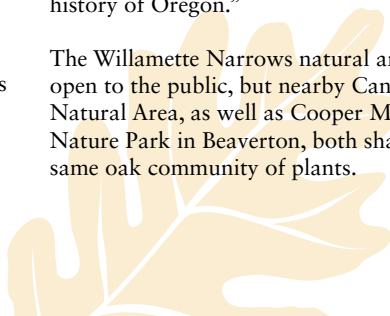
Continued commitment is necessary, too, because one thing is certain: invasives come back. Their seeds can remain in the soil or be brought on the wind, in animal droppings and on the soles of shoes. In addition, the region is increasingly vulnerable to exotic species that arrive by boat, in nursery stock, and in tire treads. Invasives are the number one reason ongoing management is vital for natural areas.

“For millennia, this place and other habitats were in equilibrium,” said Stewart. “Now, the land cannot take care of itself; invasive species, without action by humans, take over native plants.”

That stewardship shows. And anyone can experience the results by going for a walk among the oaks, says Jonathan Soll, manager of Metro’s science and stewardship division.

“When people hike in an oak savanna or oak woodland for the first time, they are amazed,” Soll said. “They often don’t realize these kinds of places exist here ... that a significant portion of the Portland area was once oak woodland and prairie. Oaks are part of the history of Oregon.”

The Willamette Narrows natural area is not open to the public, but nearby Canemah Bluff Natural Area, as well as Cooper Mountain Nature Park in Beaverton, both share the same oak community of plants.



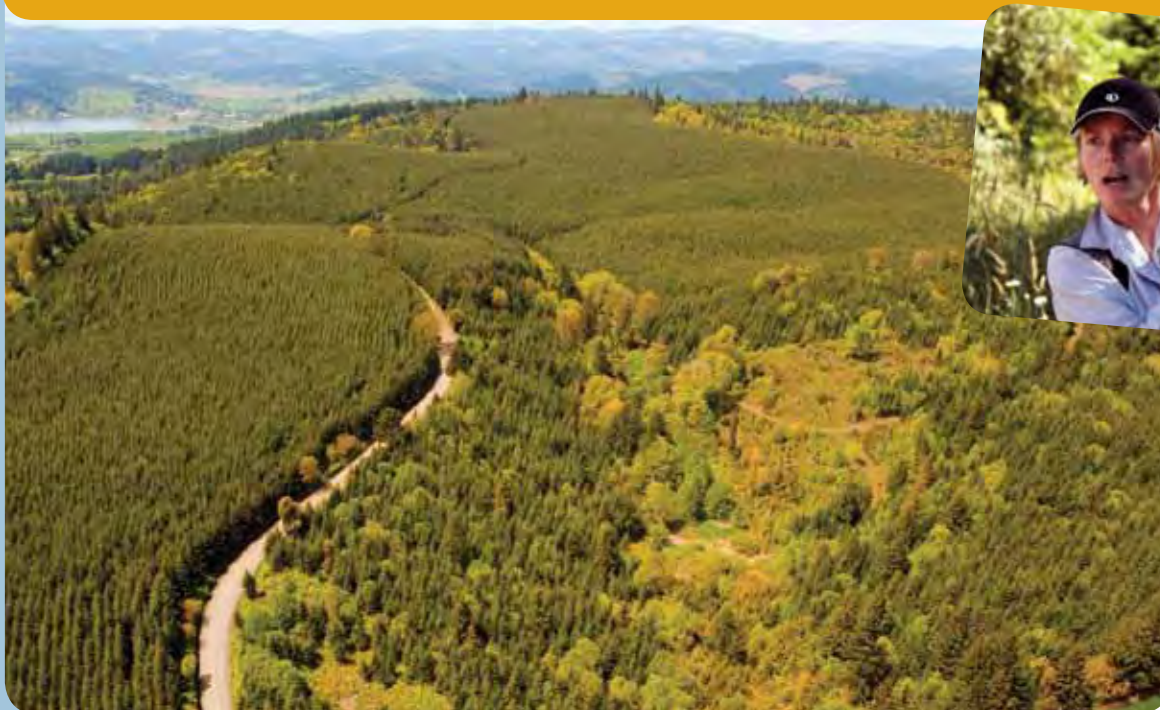
Willamette Narrows kayak trip Saturday, Sept. 29

Join Metro’s science team and eNRG Kayaking on this half-day paddling expedition in the Willamette Narrows, a stretch of steep cliffs and rocky islands home to deer, coyote, frogs, osprey, owls, heron and songbirds. Find out more in the calendar on page 13 or visit www.oregonmetro.gov/calendar.



Growing the region’s parks and natural areas

- As a result of two voter-approved bond measures (1995 and 2006), Metro owns and cares for 16,000 acres of land – more than a third of the region’s natural areas and parkland.
- Metro’s parks and natural areas protect 90 miles of river and stream banks that provide habitat for salmon, birds and other wildlife and help protect water quality.
- Metro staff and volunteers fight the ongoing battle against invasive plants, so far removing and replacing them with 1.7 million native trees and shrubs, many grown at Metro’s own Native Plant Center.
- Metro has awarded grants for hundreds of community projects to purchase new natural areas, restore existing ones, add play areas and provide education and volunteer opportunities.



Metro scientist Kate Holleran points out Chehalem Ridge Natural Area during a public tour of the property.

Metro purchased the 1,200-acre Chehalem Ridge Natural Area in 2010, using funds from the region's voter-approved bond measure, to protect the forested land near Gaston.

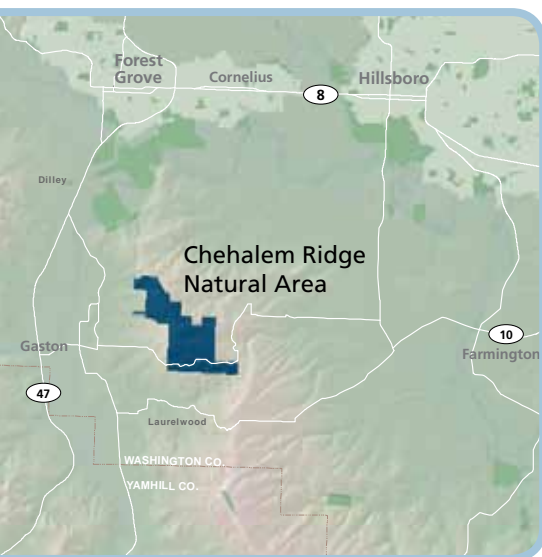
Chehalem Ridge Natural Area begins transformation from industrial tree farm to diverse forest

rows. It's an efficient landscape, profitable for the timber company that raised Douglas firs here for pulp. For wildlife, not so much.

This summer, Metro's 1,200-acre Chehalem Ridge Natural Area started to come back to noisy, dynamic life in a program of Douglas fir thinning, shrub and tree planting and removal of invasive species. Metro scientists and technicians are teaming with a local sustainable forestry firm, a father-son logging duo from Rainier, and students and researchers at nearby Pacific University to study the site, and plan and implement five to six years of restoration work.

This transformation has been in the making since early 2010, when Metro invested funds from a natural areas bond measure to buy this signature property near Gaston. Someday, if resources are available to develop visitor amenities, people could explore trails and savor views of five Cascades peaks. For now, the focus is on creating a healthy landscape for wildlife and people.

Someday, if resources are available to develop visitor amenities, people could explore trails and savor views of five Cascades peaks.



Twenty years before Metro purchased the 1,200-acre Chehalem Ridge Natural Area, half of it was planted for commercial timber production. To help the land return to a more natural and diverse mosaic of habitats, Metro is starting to thin trees.

"I saw my first flying squirrel back in here," said one longtime Chehalem Ridge farmer, leaning on a walking stick. He nodded to what was once an oak and fir woodland.

But on a rainy June Saturday, in an area densely planted in timber, the silence is conspicuous. No bird calls, no scuttering of squirrels or snakes. Tour participants saw a forest floor unnaturally tidy and brown. Trees are planted 8 to 10 feet apart in croplike

Caring for the land is a big project in the Chehalem Mountains, the tallest peaks in the Tualatin Valley. Forming the valley's southern boundary, they were uplifted by tectonic forces and blanketed with rich soils during the last ice age. Since the 1850s, humans have planted orchards, wheat, wine grapes and timber on the mountains' slopes. Nearly half of the Metro property is densely planted in fir – roughly twice the density of a similar but more naturally evolved forest.

The objective is to transform this industrial forest into what it had been for millennia: a diverse mosaic of old growth upland forest, nectar- and fruit-producing shrublands and cool stream corridors.

"The goal is land that has a high value to wildlife," said Metro natural resources scientist Kate Holleran, who is managing the restoration work at Chehalem Ridge.

That means a variety of tree species, tall trees with large limbs and natural cavities, and snags and down wood. In the work to create such habitats, nature is a powerful ally.

"The nice thing about this property is that the forest will change fast," said Scott Ferguson, lead forester with Portland's Trout Mountain Forestry. His firm is working with Metro to thin and manage the land. "Only in Oregon and a few other places can you cut trees and, in two years, the land will look very different." Credit the rain and good soils.

Restoration takes time

Work crews are thinning trees to create openings in the former timber plantation. In 50-foot-wide openings, just one or a couple of "legacy" trees will remain. They exhibit what Ferguson calls "wolfy growth" – big branches and full crowns – that makes excellent habitat for wildlife. Further planning will happen once soils and plants begin to respond to the newly available light, water and nutrients. More thinning will take place through 2016.

"We're thinning at multiple densities to learn how the forest will respond," Holleran said.

Metro will also analyze how the understory, or lower growing plants below the forest canopy, responds when competition is removed. "In the natural world, forest gaps occur in all different sizes," Holleran said. "Some are tiny: a big tree falls over, 20 feet of soil are exposed, and red alder comes in to colonize that." Some natural gaps are larger, caused by blow-downs or fires.

The 35 to 50 acres of timberland thinned this year were once farmed for wheat, before being converted to timber production. These acres offer an excellent laboratory for forest managers as they observe results of different thinning strategies.

"The goal is land that has a high value to wildlife," said Metro scientist Kate Holleran.

This relatively blank environmental slate offers many options to bring the land back to a more diverse state. In some of the new gaps, shrubs, hardwoods and native perennials from Metro's Native Plant Center will be planted. In others, the land will be left untouched, and scientists will watch what happens.

"In a natural forest, there is a native seed bank," Holleran said. "Since these lands were agricultural fields we don't know if there is a native seed bank left, or if it was sprayed – or if it will respond."

In addition to creating a forest mosaic, thinning in the dense stands will create firebreaks that slow or stop wildfires. Other parts of Chehalem Ridge Natural Area were not planted in timber; they consist of a more open habitat of Oregon white oaks. These areas historically would have remained oak woodlands as fires – both human-set and natural – eliminated the oaks' faster-growing competitors. Now, limited thinning will



Firs once destined for the pulp market are densely planted on Chehalem Ridge. Over the next several years, the trees will be thinned, and a more diverse forest habitat will replace the fir monoculture.

remove firs and maples and provide the oaks with the light they need to thrive. (Read more about Metro's work to preserve valuable oak habitat on page 4.)

Timber removed over the life of the project will be sold either as pulp or for lumber.

By 2016, when the thinning cycle ends, the land will have gotten a jumpstart in the natural transitions created by centuries of fire, wind and other forces. As a group of interested neighbors stood in the rain learning about the changes coming to Chehalem Ridge, one asked Ferguson, "What will you do when you're finished?"

A natural area this large will always require monitoring and hands-on care. But, when it comes to forest thinning, Ferguson's answer was succinct: "We'll watch it grow."



Chehalem Ridge restoration walk Saturday, Oct. 6

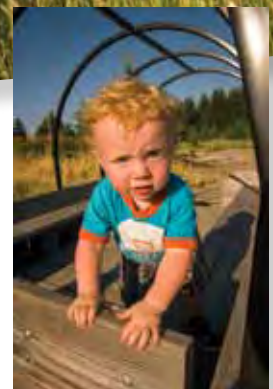
Chehalem Ridge is not yet open to the public but you can be one of the first to explore newly thinned sections in Metro's 1,200-acre Chehalem Ridge Natural Area, and witness the transition of a timber crop into a diverse, mature forest. Find out more in the calendar on page 13 or visit www.oregonmetro.gov/calendar.

Explore, restore, come back for more

This summer, thousands of people visited or volunteered in Metro's parks and natural areas. They hiked, biked, spent time with their families and enjoyed a little peace and quiet. And some worked a few hours, too, to keep our natural areas healthy and thriving. Were you out there? Check out our summer snapshots and see if we caught your favorite spot.



Families make memories at Cooper Mountain Nature Park near Beaverton, one of three major regional parks opened by Metro's voter-approved Natural Areas Program. Nestled at the junction of suburban neighborhoods and rural landscapes, Cooper Mountain offers visitors 3.5 miles of trails through rare habitats.



A towering oak at the 250-acre Graham Oaks Nature Park signals the past – and the future. With young oak trees growing bigger every year, the park will someday look like the oak woodlands that Native Americans likely found here hundreds of years ago. (Read about Metro's work to restore oak habitat on page 4.)



A cyclist takes a break from a ride on the Tonquin Trail, which will someday stretch 22 miles, to enjoy the air and the view at Metro's Graham Oaks Nature Park in Wilsonville. A decade of restoration at Graham Oaks has helped create healthy habitat for native birds and mammals – and a learning laboratory for human visitors.



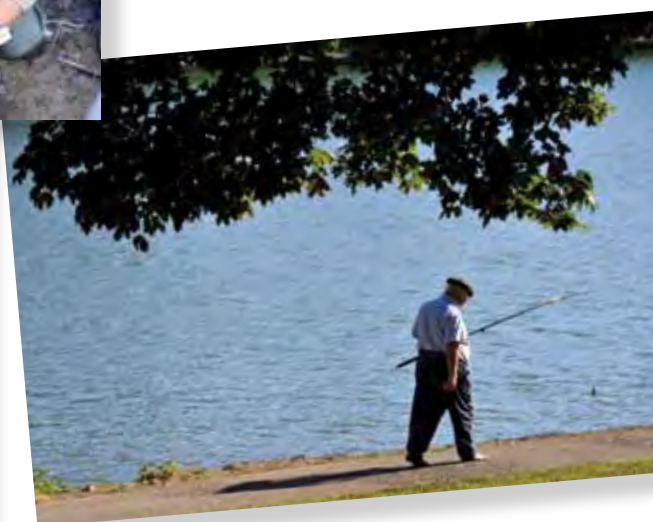
Metro naturalist Dan Daly explores Oxbow Regional Park with students from Project YESS, an education and workforce program at Mt. Hood Community College that helps young people prepare for the GED, develop job search skills and transition to college or advanced training opportunities. In a typical year, 14,000 people across the region participate in Metro-sponsored conservation education programs, including school field trips, public tours and events, special group programming and volunteer naturalist interactions. Thousands more people, young and old, experience Metro properties through partner-led conservation education programs.



Oregon Zoo day camp kids help remove the invasive knapweed before it goes to seed at Smith and Bybee Wetlands Natural Area. Volunteers around the region help take care of natural areas by planting trees, pulling ivy and doing other important work to preserve these natural areas.



A great blue heron scopes out a sheltered spot at Metro's Smith and Bybee Wetlands Natural Area. At nearly 2,000 acres, Smith and Bybee is the largest protected wetlands within a city in the U.S.



Blue Lake Regional Park is one of the region's most visited parks, loved for its easy access to cool summer fun and picnicking for the thousands of families who visit the park each year.

Get out there!

Fall is a great time to enjoy the region's special places. Check out a list of guided adventures on page 13 or visit www.oregonmetro.gov/calendar.

Or explore on your own. Discover places to go at www.oregonmetro.gov/placesandactivities.



Fanno Creek Trail: a true community connector



Fanno Creek in Tigard, in July when water flow is low.



The trail crosses wetlands near Tigard's library, east of Hall Boulevard.



After 35 years, much of the Fanno Creek Trail is complete through Washington County, offering a car-free route from Portland's Garden Home area through Beaverton and Tigard.

A rutted footpath once followed a creek through the Tualatin Valley, guiding generations of native peoples on migrations between the falls of the Willamette River and the Oregon coast. In 1847, immigrant Augustus Fanno followed this path. Finding rich soils along the unnamed creek, Fanno claimed the land. Later, railroad builders chose this time-tested route for a new kind of transportation corridor. By the 1970s, much of the rail line went unused – but the ancient pathway was not forgotten by the generations that followed.

A vision was born: a 15-mile walking and biking greenway to connect Portland to the cities on its southwestern flanks. Today the Fanno Creek Trail, despite some remaining gaps, does exactly that. Creating it has been like assembling a five-city jigsaw puzzle.

"The Fanno Creek Trail is much greater than the sum of its parts," says Kathleen Brennan-Hunter, Metro's Natural Areas Program director. "So many different organizations and agencies have brought pieces of it to the table."

The plan started in 1975: a trail from the Willamette River in Portland to Fanno Creek's confluence with the Tualatin River in Tualatin. Over the next quarter century, major sections were built in Beaverton and Tigard. Besides running across or near land owned by scores of public and private interests, the trail passes through five cities, two counties and many neighborhoods, across busy roads, and along a floodplain vital to the health of wildlife and water quality.

Since 1995, Metro has taken the lead in trail planning, land purchases and procurement of easements, using funds from two voter-approved bond measures. The cities of Beaverton, Durham, Portland, Tigard and Tualatin have secured permitting and funding, and designed and built trail segments; Clean Water Services has planted thousands of trees and restored sections of floodplain to a more natural hydrology. Other significant players include Washington County, Tualatin Hills Park and Recreation District plus other public agencies, private landowners, neighborhood groups, conservation organizations and resident volunteers.

The result: a trail used by an increasing number of commuters and recreational walkers and bicyclists.

One July morning, Susan Frost stopped along the trail to join two fellow walkers peering into summer-shallow Fanno Creek. "I've seen eagles, herons, a white egret, coyotes and even a honeybee swarm in an old oak," she said. "I feel energized by the beauty on the trail. Every day I see something new."

The greenway's beauty – its creeks, wetlands and woodlands – is as multifaceted as the wildlife and humans that pass through it.

Closing gaps in the trail benefits water, wildlife and people

A regional trail isn't truly regional until enough discrete segments have been connected. In 2012, the Fanno Creek Trail is reaching this benchmark, thanks to the commitment of local partners and community volunteers.

In June, a 0.6-mile segment opened in Beaverton, between Scholls Ferry and Denney roads. With two short on-road connections at either end, this segment closed a gap between Garden Home and the trail's longest contiguous stretch: 3.8 miles from Denney Road in Beaverton to Woodward Park in Tigard. This segment, said Wendy Kroger, was 18 years in the making. Until 2011, she was the head of THPRD Trails Advisory Committee and one of the trail's most vocal advocates.

"I was a cheerleader, a visionary, a polite prodger," Kroger said. "Some advocated that this segment should run along Allen Boulevard. But we lobbied hard to have it run through the natural area, writing letters, testifying, speaking on behalf of permitting and funding requests." That meant a lot more

property acquisitions and restoration work. But the result is stunning: an urban oasis with a trail winding artfully around native plants and creek bends under a canopy of tall firs.

In Tigard, two trail gaps are getting closer to construction and a new acquisition will offer a large piece of parkland along the trail. When new sections open, walkers and bikers will be off the streets and next to the creek.

Trail work is not all about closing gaps, Brennan-Hunter said – it's also improving Washington County's water quality. Since 2006, Clean Water Services has converted 800 feet of once-straightened stream channel in Beaverton's Greenway Park to 1,200 feet of meanders and floodplain, and planted 80,000 native plants.

"I feel energized by the beauty on the trail. Every day I see something new," said trail user Susan Frost.

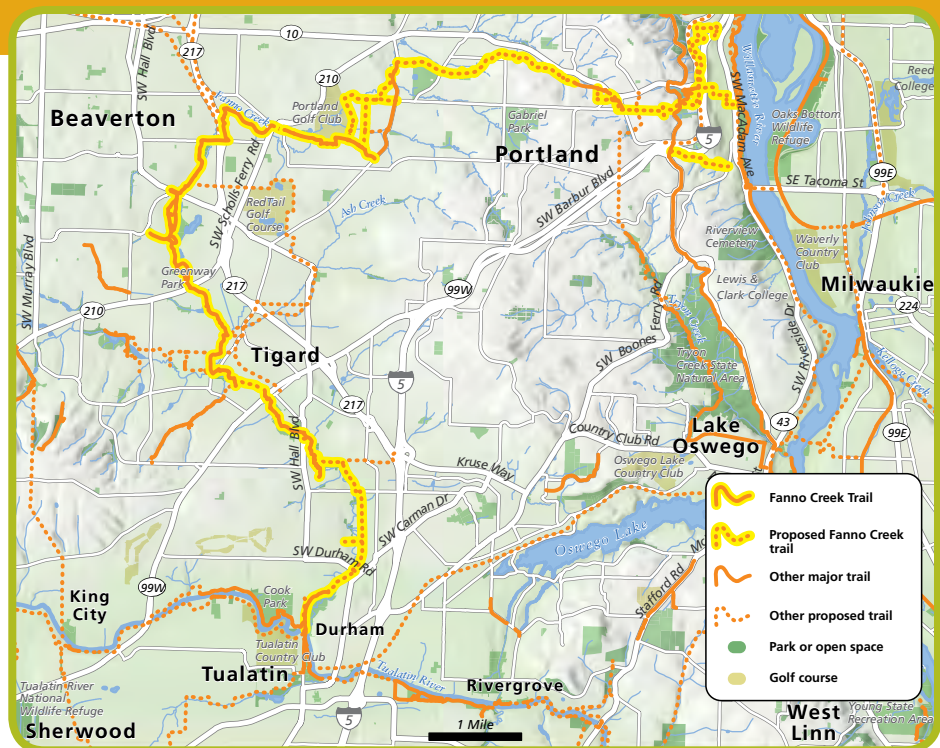
This focus on water quality and wildlife habitat was not a primary goal of trail planners, who in the 1980s and 1990s developed trail-side parklands in the style of traditional urban parks, with playgrounds, ball fields and picnic shelters. Joe Blowers is a middle school teacher and president of THPRD's board of directors. He and his students have been working on Fanno Creek tributaries since 1994. Blowers called out Englewood Park in Tigard as a place where growing knowledge about riparian habitat has changed greenway design.

"When it first opened, the park was grassy, with lawns mowed right up to the creek," Blowers said. "Today about 11 acres, especially in wet areas, are left unmown and have been replanted in native plants – swaths of marshy grassland, Ponderosa pines and willows."

The trail's newest section in Beaverton highlights state-of-the-art trail building and streamside restoration. As it returns to its more primeval roots, the greenway, once a near-monoculture of invasives, again offers mammals, amphibians and fish a refuge in an otherwise intensely urban setting.

Play, commute, connect

One trail element still missing is signage, making it a bit challenging to find some trail segments. Way-finding signs scheduled to be installed next year along the entire trail length



will help bicyclists and walkers navigate, particularly in the gaps.

"We're really close to completing the acquisitions, but there are still gaps over big streets," Brennan-Hunter said.

Most of the trail's street crossings have pedestrian-activated or painted crosswalks. But one of the busiest crossings still to address is at Hall Boulevard in Beaverton. There, a tunnel and bridge were rejected as too costly. People must leave the trail, walk to a stoplight and then return. The solution, due in 2013, will be a mid-block crossing, with a pedestrian-activated crosswalk that triggers a red light for cars.

It may take 10 more years to build out remaining gaps in the entire 15 miles of the trail, from the Willamette River to Tualatin. Even so, the trail is already a busy regional corridor that offers places to play, a beautiful commute, and connections to downtowns, neighborhoods and shopping.

As one cyclist pedaled the nearly flat length of the trail on a warm July day, she drafted off a dragonfly, heard freight trains waiting in the distance, nodded to countless other bikers and walkers, and tasted a few early berries along the way. The Fanno Creek Trail – a regional gem created by the vision and persistence of hundreds of people over nearly 40 years – combines community involvement, urban planning and Oregon beauty.



Fanno Creek Trail walking tour Saturday, Oct. 13

Explore the Fanno Creek Trail in Tigard, combining fitness and nature in a fun-filled morning with local author Laura O. Foster. Learn about the creek's past, and efforts to protect it for decades to come. Find out more in the calendar on page 14 or visit www.oregonmetro.gov/calendar.



Salmon homecoming at Oxbow

Oct. 13, 14 and 20, 21

Spicy scents of autumn trees, giant golden leaves on maples and the silvery chatter of American dipper in the river. These are the smells, sights and sounds of Oxbow Regional Park in the autumn. Witness the return of wild salmon to one of the Pacific Northwest's premier rivers – the glacier-fed Sandy – just 45 minutes from downtown Portland. On the second and third weekends in October, enjoy viewing salmon on both Saturdays and Sundays.

On Saturdays, learn about fungus in a mushroom class in the ancient forest or take part in a rafting trip on the Sandy River to see the fish up close. Sunday will feature a guided tour of a salmon restoration project at Happy Creek. See schedule on this page for full details. Programs are free with a \$5 parking fee per vehicle and registration is not required (except for the rafting trip). Leave pets at home. For more information, call 503-797-1650 option 2.

Salmon viewing 11 to 3:30 p.m. Saturdays and Sundays

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

Beginning mushroom classes

2 to 4 p.m. Saturdays only
Celebrate the abundance of fall by exploring the incredible diversity of fungi in Oxbow's ancient forest. In this beginners mushroom class learn the basics of mushrooms and other fungi and how to go about identifying this complicated group of strange and fascinating life forms. This hands-on introduction will get you started identifying mushrooms and deepen your appreciation of



the amazing variety of shapes, colors, textures and smells that make these life forms so intriguing. Suitable for adults and children age 12 and older. Meet at Alder Shelter (group picnic area A) at 1:45 p.m.

Happy Creek salmon restoration walk 2 to 4 p.m. Sunday, Oct. 14 only

How do endangered young salmon find food and refugia from floods and predators? Join Russ Plaeger from the Sandy River Basin Watershed Council to learn the science behind a side channel restoration project at Oxbow's Happy Creek that will create deep pools, bubbling riffles and plenty of places to hide for juvenile Chinook, Coho and Steelhead. Learn about the characteristics of good habitat and

get some tips on native plants and salmon-friendly practices that can be implemented where you live. Suitable for adults and children age 8 and older. Meet at Alder Shelter (group picnic area A) at 1:45 p.m.

Salmon on the Sandy River rafting trip

10 a.m. to 3:30 p.m. Saturday, Oct. 20 only
Northwest River Guides and Metro have teamed up to provide a rafting adventure on the lower Sandy River (Class 1+, moving water and riffles, no rapids). See spawning Chinook salmon from the raft as you learn about their incredible journey and life cycle. Travel through the ancient forest of Oxbow Regional Park and past the ghostly remains of a buried forest. This 4-hour float starts and ends at Dabney State Park and includes equipment rental, instruction and shuttle to the launch site. Snack provided, bring a sack lunch. Cost is \$45 per adult, \$30 per child under 12 (must be 8 years old to attend); all minors must be accompanied by an adult. Advanced registration required. For more information or to register, call 503-772-1122 or visit www.northwestriverguides.com.

Find your next adventure

If you've ever biked along a local trail, played with your kids in the neighborhood park, gone for a hike in Forest Park, or relaxed on a bench beside a nearby river or lake; then you've experienced The Intertwine. It's our region's network of parks, trails and natural areas.

Walk, hike, bike, bird, paddle, play... enjoy the wide variety of adventure possibilities right outside your door. Discover the region's best places to play and check out community classes, walks, tours and other events led by local leaders, naturalists and area residents on The Intertwine's searchable, interactive map and easy-to-use calendar.

Your portal to nature in the city: www.TheIntertwine.org



Fall calendar

How to register for Metro nature activities

You can register and pay online for Metro activities. Go to Metro's online calendar, find your event by searching or browsing, and follow the instructions.


www.oregonmetro.gov/calendar

For questions or to register by phone, call 503-797-1650 option 2.

Native Plant Center volunteer ventures

9 a.m. to 1 p.m. Saturdays, Sept. 8 and 22, Oct. 6 and 20, Nov. 3 and 17, and Dec. 8 and 15


Volunteer at Metro's Native Plant Center in Tualatin and help care for the rare native seeds, bulbs and plants that support regional restoration projects. Fall activities include harvesting and cleaning native seeds, planting native seed and plugs for prairie habitat seed production, and harvesting bulbs for restoration plantings. No experience necessary. Gloves, tools, water and snack provided. Advance registration required; call 503-797-1653. *Metro*

 by arrangement



Volunteers spent a sunny July afternoon collecting native camas seed at Clear Creek Natural Area. The seed will go to Metro's Native Plant Center in Tualatin, which provides an essential supply of rare native seeds and plant stock to support Metro's restoration projects.

Big zoo experiences for little ones

Zoo Experiences are two-hour morning classes that offer hands-on activities for children between 3 and 8 years old and adults. Each class is tailored for a specific age range and includes a featured tour of at least one zoo exhibit, a story, craft and snack. Many include an animal visitor! The cost for one child with adult is \$29; discounts apply to Oregon Zoo members. For more information and to view the full schedule, visit www.oregonzoo.org/events. 

Hiding in plain sight
10 a.m. to noon Saturday, Sept. 22 | Ages 5-6

Cougars and bobcats
10 a.m. to noon Saturday, Oct. 13 | Ages 7-8

Animal tracking workshop at Oxbow
10 a.m. to 1 p.m. Saturday, Sept. 22

Oxbow Regional Park is rich in tracks at this time of year, when mink, beaver, otter and black bear often leave clear footprints in the sand. Learn to read the ground like a book. Metro naturalist and tracker Dan Daly introduces you to basic track identification and interpretation, and the stealth skills needed to watch wildlife up close. Suitable for adults and children 10 and older. Bring water and a snack and meet at the floodplain parking area. Registration and payment of \$11 per adult or family

required in advance; see this page for instructions. There is a \$5 parking fee per vehicle payable at the park. *Metro*

Willamette Narrows kayak trip

8 a.m. to noon Saturday, Sept. 29

South of West Linn, the Willamette River flows through a stretch of cliffs and rocky islands called the Willamette Narrows – a perfect place to explore by kayak. Join Metro's science team and eNRG Kayaking on this half-day paddling expedition, which introduces you to Metro's restoration work in the Narrows. The area can feel remote; it's home to deer, coyote, frogs, osprey, owls, heron and songbirds. All minors must be accompanied by an adult (no children under 12). Expect Class 1 river conditions – moving water, riffles and no rapids. \$25 per person; kayak provided with registration; see this page for instructions. Details will follow registration. If you have questions, call 503-797-1545. *Metro*

Family Nature Explorers – Discover Clear Creek Natural Area

10 a.m. to 1 p.m. Saturday, Sept. 29

Clear Creek Natural Area is a 580-acre jewel not yet open to the public, but you and your family can have a behind-the-scenes tour now with a Metro naturalist. There's plenty to discover in this large and diverse natural area. Explore the rolling hills and prairies – and Clear Creek – for interesting plants and animals and climb on a real beaver dam. The program covers specific topics but be ready to explore any cool nature experience. Some walking off trails. Family Nature Explorers programs are for parents and children 4 years or older. Advance registration and payment of \$11 per family required; see this page for instructions. Details will follow registration. *Metro*

Chehalem Ridge restoration walk

9 a.m. to noon Saturday, Oct. 6

Perched above the town of Gaston, Metro's 1,200-acre Chehalem Ridge Natural Area is a majestic place – but it's also a work in progress. Be one of the first to explore newly thinned sections of this signature natural area, where Metro is helping transition a timber crop into a diverse, mature forest. Along the way, you might hear bird calls or spot a glistening Cascade peak in the distance. Be prepared to walk three miles at a moderate pace, including uneven terrain off the main path. Free, but registration is required; see this page for instructions. Details will follow registration. If you have questions, call 503-797-1545. *Metro*

Ancient forest mushroom class

2 to 4 p.m. Sunday, Oct. 7

Join mycologist Gary Slone for a two-hour class that ends with a walk on an easy trail in the old-growth forest at Oxbow Regional Park. Gary discusses mushroom classification and edibility, and then participants gather, identify and compare specimens. Beginning and experienced "shroomers" ages 12 and older are welcome. Bring your own mushroom specimens for ID. Meet at Alder Shelter (picnic area "A"). Registration and payment of \$11 per adult or family required in advance; see this page for instructions. There is a \$5 parking fee per vehicle payable at the park. *Metro*

Get friendly with plant families

1 to 3:30 p.m. Sunday, Oct. 7

Have you ever wished you knew the names of trailside wildflowers? If so, this class at Cooper Mountain Nature Park is for you. Plant families are key for flower identification, and autumn is the perfect time to begin this study as you can browse field

Nature University

Discover the naturalist in you!



Every year thousands of children and adults visit Metro's parks and natural areas for school field trips and summer programs. Volunteer naturalists make these wonderful experiences possible by working with Metro staff naturalists to lead these activities and programs.

If you love nature, enjoy working with children and have access to personal transportation, consider becoming a

volunteer naturalist by attending Nature University. No special experience is required but a background in natural history and working with groups is helpful. At Nature University, you receive the training needed to become a qualified and confident Metro volunteer naturalist.

Nature University is a 12-week training course where volunteers are taught time-honored techniques of nature


observation, principles of place-based education, and how to lead Metro's established programs at Oxbow Regional Park and Smith and Bybee Wetlands. Students learn about common wildlife and plants, the ecology of wetlands and ancient forests, and effective teaching techniques.

Nature University classes will meet in 2013 from 9:30 a.m. to 2 p.m. on Tuesdays, Jan. 22 through April 8 at

different locations. There is some homework between class meetings. In exchange for this unique training, graduates are expected to provide a minimum of 40 hours of service within the first year, which is about 10 school field trip programs. Expectations include availability to help with class field trips during school hours in the fall and spring and on some weekdays or weekends in the summer.

Enrolling in the class of 2013

More information and application materials are available at www.oregonmetro.gov/natureuniversity. You may also send email to sandra.jamison@oregonmetro.gov or call 503-972-8543. Completed applications must be received by Friday, Nov. 2, 2012.

guides all winter in preparation for spring. Dissect flowers, dive into books and practice sketching and journaling plants. Plant lists for Cooper Mountain, resources for further study, and hot tea and snacks provided. Suitable for adults and youth 16 and older. Children must be registered and accompanied by a registered adult. \$8 per person, with advance registration required; call Tualatin Hills Park and Recreation District at 503-629-6350. *Metro and THPRD* 

Fanno Creek Trail walking tour

9 to 11 a.m. Saturday, Oct. 13

Explore the Fanno Creek Trail in Tigard, combining fitness and nature in a fun-filled morning with great views of the creek as it meanders through three city parks and other natural areas. Enjoy the area's beauty and see the habitat that is home to birds, fish and other critters – and learn how Metro and its partners have worked together to bring this vision to life. Local author Laura O. Foster gets you up to speed

on the creek's past, as well as efforts to protect it for decades to come. Meet at the Tigard Public Library at 8:45 a.m. Free, but registration is required; see page 13 for instructions. If you have questions, call 503-797-1545.

Metro 

Mount Talbert Nature Park walk

10 a.m. to 1 p.m. Saturday, Oct. 27

Explore the trails and discover the plants and animals that live on the largest undeveloped lava butte in northern Clackamas County. Especially interesting this time of year is the variety of colorful fungi along the trail. Discuss basic mushroom identification and bring binoculars or borrow a pair on site for bird watching. The trail is steep and uneven in places. Suitable for adults and children 10 and older. Advance registration and payment of \$5 per adult (18 and older) is required in advance; call North Clackamas Parks and Recreation District at 503-794-8092. *Metro and NCPRD*

Thanksgiving walk at Oxbow

10:30 a.m. to 12:30 p.m. Sunday, Nov. 18

Take time to celebrate the simple gifts of nature at Oxbow Regional Park with Metro naturalist Dan Daly and Terry Kem from Deerdance School. While walking along the Sandy River, open your senses and notice how wildlife responds to the changing season. Then gather around the campfire circle as naturalists share the "Thanksgiving Address" passed down by the Iroquois Nation. Hot drinks provided. Consider bringing a sack lunch for after the program. Suitable for adults and families. Meet at the boat ramp at 10:15 a.m. Free, but registration is required in advance; see page 13 for instructions. There is a \$5 parking fee per vehicle. *Metro*



Unless otherwise stated, Metro's family pricing is for two or more adults from the same household. Free for children under 18.

Cancellation policy Metro's program fees are nonrefundable. If you must cancel a registration, you may transfer credit to another class upon request.

No dogs policy Due to a conflict with wildlife, dogs are not allowed at Metro parks or natural areas.

Get out there!

Blue Lake Regional Park

20500 NE Marine Drive, Fairview
503-665-4995

Oxbow Regional Park

3010 SE Oxbow Parkway, east of
Gresham
503-663-4708

Smith and Bybee Wetlands Natural Area

5300 N. Marine Drive, Portland
503-797-1650

Mount Talbert Nature Park

10695 SE Mather Road, Clackamas
503-742-4353

Cooper Mountain Nature Park

18892 SW Kemmer Road, Beaverton
503-629-6350

Metro's Natural Techniques Garden

6800 SE 57th Ave., Portland
503-234-3000

Graham Oaks Nature Park

11825 SW Wilsonville Road, Wilsonville
503-797-1545

Oregon Zoo

4001 SW Canyon Road, Portland
www.oregonzoo.org
503-226-1561



Together, we're making a great place



Metro works with communities in the Portland metropolitan area to create a vibrant, sustainable region for all.

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GreenScene: Your guide to great places and green living.

About Metro

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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Metro | *Making a great place*

On the cover

Summer greens the trail at Cooper Mountain Nature Park (photo by C. Bruce Forster).

Photos

Unless noted, photos provided by Bruce Forster Photography or Fred Joe Photography, or courtesy of Metro staff.

If you have a disability and need accommodations, call 503-972-8543, or call Metro's TDD line at 503-797-1804. If you require a sign interpreter, call at least 48 hours in advance. Activities marked with this symbol are wheelchair accessible: 

Bus and MAX information

503-238-RIDE (7433) or www.trimet.org

To be added to the GreenScene mailing list or to change your mailing information, call 503-797-1650 option 2.

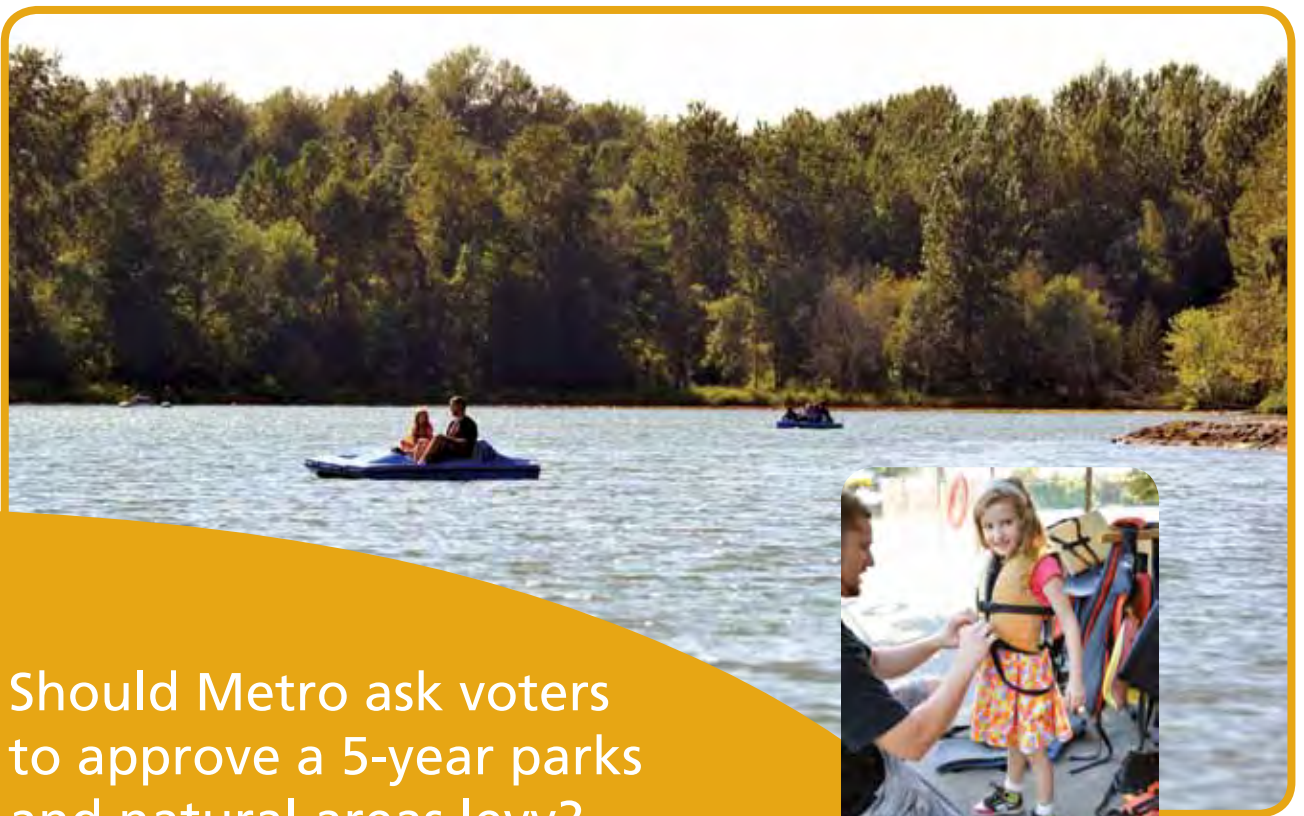
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Should Metro ask voters
to approve a 5-year parks
and natural areas levy?

Tell Metro what you think.

Learn more on page 2 or visit www.oregonmetro.gov/nature.





Love your nature?
Your voice matters.

Tell Metro what you think.

Metro protects and cares for more than 16,000 acres of parks and natural areas. We can't do it without you.

The Metro Council is considering referring to voters a 5-year levy to care for our parks and natural areas.

Your voice matters. Take the survey by Nov. 19.

www.oregonmetro.gov/nature



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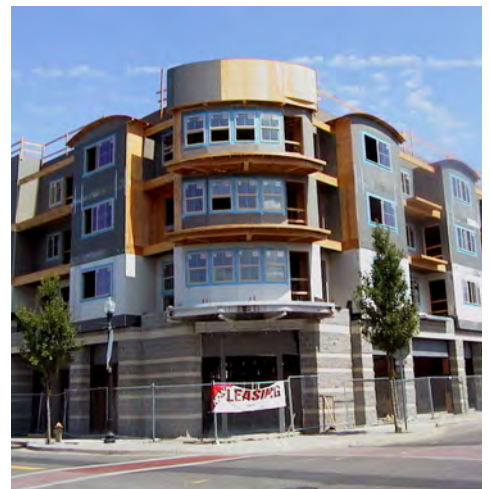


Planning and development Grants

Supporting development of jobs
and safe and vibrant communities

Metro's Community Development and Planning Grants support planning projects that enable great communities to develop and thrive. The grants are awarded to local governments to pay for planning activities in targeted areas that will support development for future housing and jobs. The grants leverage some in-kind local contributions.

Funding for the grants comes from a regional excise tax on construction permits. The tax is assessed at 0.12 percent of the value of the improvements for which a permit is sought, unless the project qualifies for an exemption. Since its inception in 2006, the tax has raised more than \$10 million to support planning in new and growing communities.



“Hillsboro has many exciting redevelopment opportunities in and around its downtown and Tanasbourne/AmberGlen Regional Centers. The funding provided by Metro’s Community Development and Planning Grants program supports our city’s efforts to create vibrant centers and commercial areas that attract new development while preserving the historic character of our communities.”

Jerry Willey
Mayor of Hillsboro

“Metro’s Community Development and Planning Grants help local communities put their plans into action more quickly and support redevelopment needed to sustain economic activity.”

Chris Smith
Member, Portland Planning and Sustainability Commission



How the grants are used by cities and counties

Metro has awarded grants in two cycles since 2007.

The first cycle of grants paid for planning only in new areas brought into the region's urban growth boundary between 2002 and 2005. These grants enabled the recipient local governments to undertake the required planning and eventual adoption of the new urban areas into their comprehensive plans and development codes.

The second cycle of grants were awarded in 2010 to fund planning and development projects in 17 areas that further support development in important town and regional centers, transportation corridors and employment areas. These projects were chosen based on their expected abilities to result in on-the-ground development within five years, leverage additional financial and in-kind resources to match Metro's investment, demonstrate best practices in planning and development, and achieve regionally significant outcomes that support the 2040 Growth Concept.

Grant cycles	Project type	Start	Total Grant Award	Expended as of May 2012
1	Focused on Concept Planning for areas added to the UGB between 2002 and 2005	FY 2006-2007	\$6.3 Million	\$5 million
2	Focused on community and economic development inside the UGB	FY 2009-2010	\$3.7 million	\$754,000

The third cycle of grants will be awarded in 2013.

These grants are intended for community and economic development inside the UGB and up to 50 percent for new urban areas and urban reserves.

Grant cycle	Project type	Start	To be awarded
3	Focused on community and economic development inside the UGB, along with planning for new urban area and urban reserves	FY 2012-2013	\$3.7 million anticipated funding

Planning for new communities



Beaverton

Planning of portion of Bull Mountain area

\$3,750

This grant paid for Beaverton's portion of the planning responsibilities for an area brought into the urban growth boundary in 2002 near the unincorporated community of Bull Mountain. The city adopted a plan and code language for this small area to help support the adjacent Murray Scholls Town Center.

Clackamas County

Development of Damascus/Boring Concept Plan

\$202,701

This grant reimbursed Clackamas County for a portion of the cost of developing the Damascus/Boring Concept plan. This concept plan was accepted by the Metro Council in 2006 and helped guide comprehensive land use planning in the cities of Damascus and Happy Valley and other nearby areas brought into the urban growth boundary in 2002. The cities of Gresham and Happy Valley also participated in the development of the concept plan.

Damascus

Comprehensive planning for the city

\$524,724

The community of Damascus was brought into the urban growth boundary in 2002 and its residents voted in 2004 to incorporate as a new city. The comprehensive plan for the new city, which is not yet complete, will identify land uses, a transportation network, development codes, future parks and other public structures that will support economic growth and new housing in this community.

Forest Grove

Planning for North Forest Grove area

\$8,422

This plan covers 60 acres north of the City of Forest Grove that was added to the urban growth boundary in 2002 to provide for additional housing and improved east-west transportation connections. The comprehensive plan and zoning have been completed, and the area has been annexed to the City in preparation for development.

Gresham

Kelly Creek Headwaters Urbanization Plan

\$90,000

This plan covers 220 acres and is the city's portion of the Boring/Damascus Concept Plan. The plan has been completed, with 25 percent of the area annexed into the city and zoned for residential uses, and another 75 percent awaiting annexation and final city zoning.

Happy Valley

East Happy Valley Comprehensive Plan

\$168,631

Metro's grant funds supported the development of a comprehensive plan for a 2,100-acre area added to the urban growth boundary in 2002 and part of the larger Boring/Damascus Concept Plan area. The East Happy Valley Comprehensive Plan was completed in 2009 and most of this area has been annexed to the City of Happy Valley and zoning is completed so development can begin.



Hillsboro

Planning for a portion of the South Hillsboro Concept Plan area
\$157,500

This grant supported planning for two areas (known as Areas 69 and 71) that were added to the urban growth boundary in 2002 and were included as a portion of a larger South Hillsboro Concept Plan area. The remaining portion of the concept plan area was added to the urban growth boundary in 2011 and funding for this larger area was provided through private sources, the City of Hillsboro and Washington County. The concept plan for the larger 1,063-acre area was completed in June 2012. This area, which awaits annexation to the city and the completion of a comprehensive plan and zoning, is expected to accommodate more than 12,000 new housing units.

Multnomah County

Planning for Bonny Slope area
\$202,500

The Bonny Slope area, in unincorporated Multnomah County near Forest Heights, was brought into the urban growth boundary in 2002 for new housing. Multnomah County is responsible for completing the planning in this area.

Oregon City

Park Place Concept Plan
\$292,500

This area, 270 acres in size, was added to the urban growth boundary in 2002 to accommodate future housing east of Oregon City. The concept plan for this area is complete, but the area has not yet been annexed and awaits final zoning. The city took the opportunity to include an additional 180 acres of adjacent Clackamas County unincorporated land into the planning effort.

Sherwood

Northwest Sherwood Plan
\$15,524

This 88-acre area was added to the urban growth boundary in 2002 for a new residential neighborhood. The concept and comprehensive plans have been adopted and a new elementary school has already been constructed and is in use in this area.

Sherwood

Brookman Road Concept Plan
\$153,000

Metro grant funds helped the City of Sherwood complete planning for this 240-acre residential area south of the city that was added to the urban growth boundary in 2002. The plan is adopted and the area is awaiting annexation to the city and final zoning.

Washington County

North Bethany Community Plan
\$1,170,000

The North Bethany area was brought into the urban growth boundary in 2002 to provide for a new and more complete residential community that better integrates urban services and amenities and provides for a diverse range of housing options. Washington County completed the planning and zoning for the 804-acre area in 2012.

Washington County/ Tigard

West Bull Mountain Concept Plan and River Terrace Plan
\$670,500

The funding from the Metro grant covers planning for a 468-acre area west of Tigard that was added to the urban growth boundary in 2002. This area is intended to provide a wide range of housing options. The concept plan is mostly complete, and it is anticipated that the City of Tigard will finish the planning and complete the zoning for this area within the next two years. The city has annexed over half of the area.

North Bethany Plan Area

The 800-acre North Bethany area was included in the urban growth boundary in 2002 to provide for anticipated population growth in northern Washington County. Due in part to a lack of dedicated funding, conceptual planning for North Bethany did not begin immediately upon its inclusion in the urban growth boundary.

Metro's community planning and development grant provided funding for the planning work needed to facilitate future development in North Bethany and other areas recently added to the urban growth boundary. In 2007, Metro provided a \$1.17 million grant to Washington County to initiate North Bethany planning.

The North Bethany Subarea Plan, which is part of the broader Bethany Community Plan, was developed over a multi-year period. Washington County worked with the public, various consultants, a technical advisory committee and a stakeholder work group to develop the plan. Through this effort, the county and its stakeholders established a vision and framework for development in the area.

While envisioned as a "Community of Distinction," North Bethany is also intended to complement the existing housing and services in the nearby Bethany Town Center and to integrate with Portland Community College's Rock Creek Campus, which is part of the North Bethany planning area. North Bethany has been planned as a complete community with a vision that incorporates:

- high standards for integrating comprehensive plans for urban services such as parks and stormwater management
- a comprehensive design approach that integrates neighborhoods with open space
- a variety of housing choices for a range of affordability levels
- community design features and focal points—such as civic spaces, parks, small neighborhood commercial sites and schools—that are connected to one another, to adjacent points of interest, and to neighborhoods using a variety of transportation options.



Design goals for this community include:

- integrating the North Bethany community into the larger, existing Bethany community
- distinguishing North Bethany by its variety of housing choices – including affordable options, walkable streets, nearby schools, community gathering places, variety of green spaces and natural areas, and family-friendly character
- integrating a coordinated system of parks, trails, natural areas and water quality facilities into the community
- providing multiple transportation options – walking, bicycling, driving and use of transit – that are connected and integrated within North Bethany and with the larger transportation system
- providing for the long-term livability of the area, including considerations for future growth.



The foundation elements of the North Bethany Subarea Plan were completed and adopted by the Washington County Board of Commissioners in 2010, with additional refinements in 2011 and 2012. Service

district annexations are pending in the area, and the first development pre-application meeting was held in July 2012. It is anticipated that development will begin in earnest in 2013. Development in the North Bethany plan area is anticipated to take place in multiple phases over the next 30 years.

Corridor plans



Portland

Barbur Corridor
Concept Plan

\$700,000

This project is engaging communities in Southwest Portland to create a concept plan for the corridor that:

- identifies community focus areas with the greatest development and placemaking opportunities and potential transit station areas
- develops a vision for Barbur Blvd. that supports community-identified goals
- links community visions for development and placemaking, watershed health and investment strategies.

The city is committing \$330,516 in matching funds for this concept plan. As of summer 2012, the city has worked with the community to define goals and objectives for the Barbur Corridor, has identified community focus areas, held a community workshop to define alternatives for each focus area, and is on track to evaluate alternatives and define preferred land use scenarios in the fall. The city also committed additional funds to add the Kelly focus area at the northern end of Barbur Boulevard to the study.

This project complements the work of the current Southwest Corridor Plan, in which the 13 project partners are defining a set of land use, transportation and community building investments and strategies that best achieve local and regional goals and develop an action plan for local

and regional agreements to implement the vision. The Southwest Corridor Plan will integrate affordable housing, parks, green infrastructure, economic development, and public health into land use and transportation decisions.

Tualatin

Linking Tualatin
(Highway 99W Corridor Plan)

\$181,000

This grant supports a city-wide process to support employment growth and community building in targeted focus areas with investments in a full range of transportation projects, including high capacity transit and local transit service to support employers. This project enables the city to prepare a land use plan for the city, including the Highway 99W corridor. The plan will facilitate the

redevelopment of industrial, commercial and residential uses to achieve a vibrant community while balancing the conflicting demands of vehicular mobility and continuous-flow operation with pedestrian and bicycle safety and transit access. An additional \$33,200 in matching funds will be provided by the city.

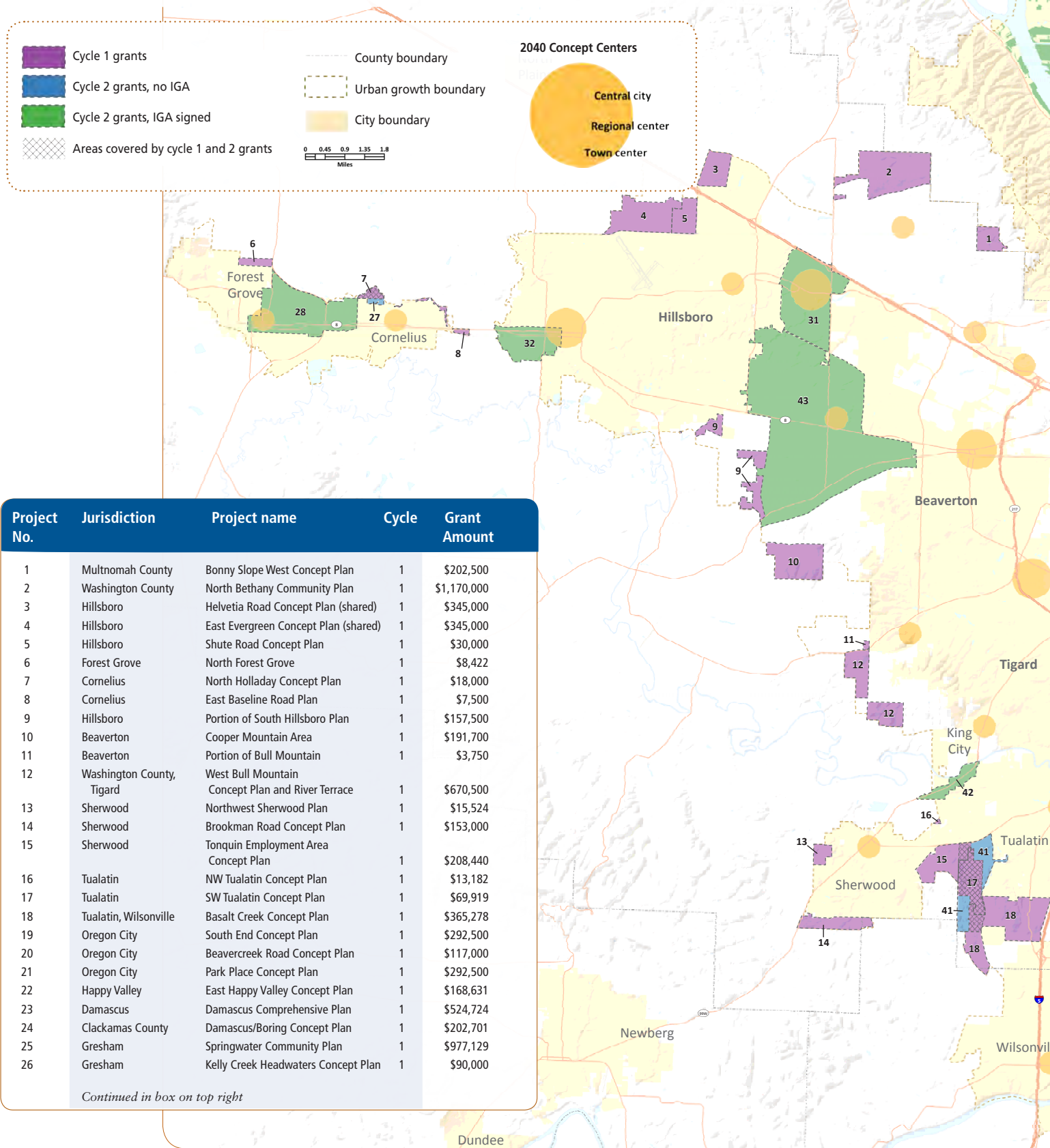
As of summer 2012, the city has worked to engage the community through an advisory group as well as through community workshops. They have defined goals and objectives for Linking Tualatin, developed and evaluated alternative scenarios for community focus areas, and are currently on track to define preferred alternatives in the fall.

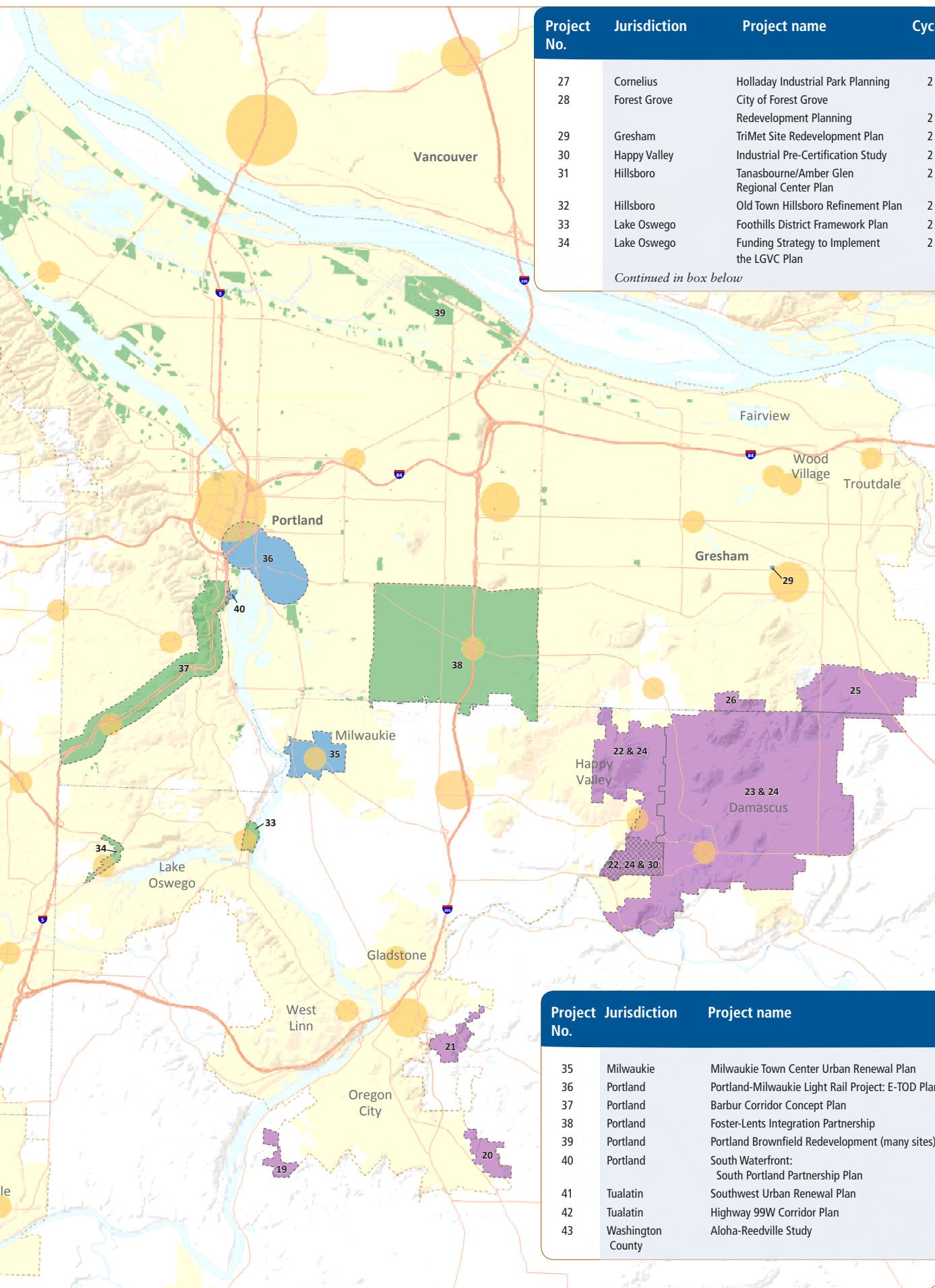
This project complements also the work of the current Southwest Corridor Plan. The cities of Tualatin and Portland are among the 13 project partners.



Planning and development grants project locations

Funded with Construction Excise Tax





Project No.	Jurisdiction	Project name	Cycle	Grant Amount
27	Cornelius	Holladay Industrial Park Planning	2	\$79,000
28	Forest Grove	City of Forest Grove Redevelopment Planning	2	\$85,000
29	Gresham	TriMet Site Redevelopment Plan	2	\$70,000
30	Happy Valley	Industrial Pre-Certification Study	2	\$32,600
31	Hillsboro	Tanasbourne/Amber Glen Regional Center Plan	2	\$275,000
32	Hillsboro	Old Town Hillsboro Refinement Plan	2	\$90,000
33	Lake Oswego	Foothills District Framework Plan	2	\$295,000
34	Lake Oswego	Funding Strategy to Implement the LGVC Plan	2	\$50,000

Continued in box below

Project No.	Jurisdiction	Project name	Cycle	Grant Amount
35	Milwaukie	Milwaukie Town Center Urban Renewal Plan	2	\$224,000
36	Portland	Portland-Milwaukie Light Rail Project: E-TOD Plan	2	\$485,000
37	Portland	Barbur Corridor Concept Plan	2	\$700,000
38	Portland	Foster-Lents Integration Partnership	2	\$250,000
39	Portland	Portland Brownfield Redevelopment (many sites)	2	\$150,000
40	Portland	South Waterfront: South Portland Partnership Plan	2	\$250,000
41	Tualatin	Southwest Urban Renewal Plan	2	\$70,000
42	Tualatin	Highway 99W Corridor Plan	2	\$181,000
43	Washington County	Aloha-Reedville Study	2	\$442,000

Industrial and employment areas



Cornelius

Planning for East Baseline area
\$7,500

The East Baseline area, added to the urban growth boundary in 2002, is a 22-acre area intended for future industrial development to help the city accommodate additional employment lands and to provide urban services at the east end of the city. The planning and zoning for this area have been completed.

Cornelius

North Holladay Concept Plan
\$18,000

The North Holladay Concept Plan covers a 56-acre area north of the Cornelius city limits that was added to the urban growth boundary in 2005. The concept plan was completed in 2011 and the area is awaiting annexation and final industrial zoning.

Gresham

Planning for Springwater Community Plan
\$977,129

This grant supported planning in the 1,150-acre Springwater employment area that was added to the urban growth boundary

in 2002. The concept plan has been completed and the area is awaiting annexation to the City of Gresham and final zoning.

Hillsboro

Shute Road Concept Plan
\$30,000

This 210-acre area was added to the urban growth boundary in 2002 to accommodate future industrial employment. The concept and comprehensive plans have been completed for this area, zoning is in place and 36 acres have been developed as of June 2012.

Hillsboro

Helvetia Road and East Evergreen concept plans
\$345,000

Metro grant funds supported concept planning for the Helvetia Road (248 acres) and East Evergreen (544 acres) industrial areas added to the urban growth boundary in 2004 and 2005, respectively. Both areas have been included in the city's comprehensive plan. All of the East Evergreen area and much of the Helvetia Road area are awaiting annexation into the City of Hillsboro after which the zoning may be completed.

Oregon City

Beavercreek Road Concept Plan
\$117,000

This 308-acre area was added to the urban growth boundary in 2002 and 2004 for future industrial needs. The concept plan was completed and adopted into the city's comprehensive plan. Based on more refined locational and economic information, the city created a mix of uses for the area, including the accommodation of needed job land. Currently, the area is awaiting annexation and final zoning.

Sherwood

Tonquin Employment Area Concept Plan
\$208,440

This 283-acre area was added to the urban growth boundary in 2004 to provide additional industrial employment adjacent to the City of Sherwood. The planning has been completed for this area, and as of June 2012 it is awaiting annexation and final zoning.

Tualatin

Northwest Tualatin Concept Plan
\$13,182

This 23-acre area was added to the urban growth boundary in 2002 for future large-lot industrial employment. The City of Tualatin completed the plan in 2007 and has zoned the property for industrial uses.

Tualatin

Southwest Tualatin Concept Plan
\$69,919

This 464-acre area, in part the former Tigard Sand and Gravel site, is directly west of the Tualatin city limits. It was added to the urban growth boundary in 2002 and is a Regionally Significant Industrial Area. The city has completed the concept plan for this area, which has not yet been annexed to the city. Following annexation, the city will complete the final industrial zoning for this area.

Lake Grove Village Center Plan

The Lake Grove Village Center is a mixed-use residential and commercial town center, centered on Boones Ferry Rd. in Lake Oswego.

The Lake Grove Village Center Plan was adopted by the Lake Oswego City Council in 2008 and includes a list of projects to help create a walkable, mixed-use center. Some of the projects envisioned in the plan include bikeway and sidewalk connections to surrounding neighborhoods, public plazas and gathering spaces, parking improvements, and enhancements to Boones Ferry Road.

The plan adopted in 2008 did not include a financing strategy to fund its implementation. The City of Lake Oswego applied to Metro for funding through the Community Development and Planning Grants program to support the development of the financing strategy. In 2010, Metro awarded the city a grant of \$50,000, which the city matched with another \$20,000 from the city's general fund.

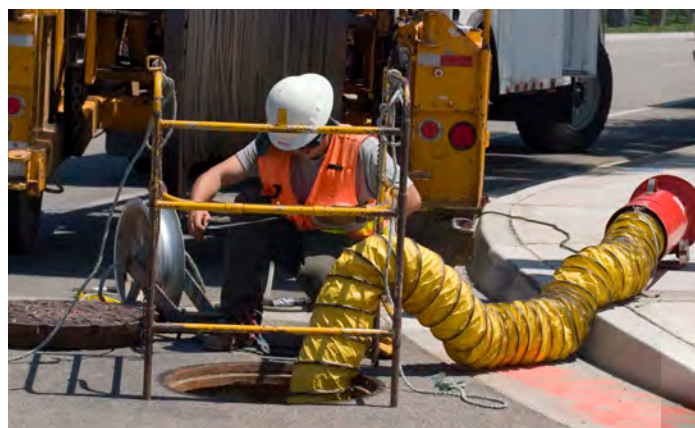
The financing strategy included four steps:

- Prioritizing projects in the plan by estimating costs and identifying the projects that could serve as catalyst projects to encourage private development. These projects include road improvements, sidewalks and pathways, pedestrian plazas, traffic signal enhancements, and parking improvements.
- Identifying possible funding strategies to pay for the plan's elements. Possible funding strategies could include tax increment financing through an urban renewal district, the formation of a local improvement district, assessment of systems development charges on new construction, general obligation or revenue bonds, and grants.
- Examining the feasibility of the different funding strategies to determine the amount of revenue that they could generate.
- Developing a strategy for achieving the funding necessary to implement the plan.



City planning staff hired a team of consultants to engage local residents, business and civic leaders in the development of the financing strategy for the Lake Grove Village Center Plan. Eight work sessions and other public meetings were held over a period of eight months to identify the funding strategies and tools that could best support the plan's implementation.

In April 2012, the consultant team finished its report and the city council gave direction to pursue a "mixed tools" approach that would rely on long-term tax increment financing from the creation of an urban renewal district along with a "bridge" loan from the city's general fund to allow for early construction of improvements to Boones Ferry Road. This approach also leaves open the possibility of pursuing other financing tools, such as creating local improvement districts, to pay for additional projects in the Lake Grove Village Center Plan. In July 2012, the city council approved the establishment of an urban renewal district in the Plan area. The first phase of Boones Ferry Road improvements is expected to begin construction in 2014.



Redevelopment

Forest Grove

Redevelopment Planning
\$85,000

Metro's grant supported the city's efforts to prepare an urban renewal feasibility study and an urban renewal report to support the implementation of a tax increment financing district. The study aims to assess blight, identify investments in public structures necessary to promote private development in blighted areas, identify subsidies that might be needed to support mixed-use development, and assess the potential impacts of tax increment financing on other taxing districts and on revenue collection within the urban renewal area. The city provided an additional \$20,000 in matching funds.

The city has completed the first draft of the feasibility study and held urban renewal 101 workshops with the city council, planning commission and economic development commission. The study has determined that urban renewal is feasible and the city will conduct further public outreach before the city council decides whether to establish an urban renewal district.



Hillsboro

Tanasbourne/AmberGlen
Regional Center
Implementation
\$275,000

This grant award supports planning and development of implementation tools to support robust mixed-use development and transportation investments in the newly designated Tanasbourne/AmberGlen Regional Center.

To date, a zoning code update has been completed, which focuses on properties within the AmberGlen plan area. The City is currently working on an Urban Renewal Feasibility Study, which will help determine if Tax Increment Financing is a realistic funding strategy. Sites that are expected to catalyze further development will be identified through a later phase of the project. The city also wants to explore the possibility of extending the existing MAX red line to the regional center.

Hillsboro

Old Town Hillsboro
Refinement Plan
\$90,000

Metro's grant funds are supporting the city's redevelopment planning in the vintage industrial neighborhood located southwest of the Hillsboro Regional Center. The city envisions this "Old Town Hillsboro" redeveloping as an "eclectic mix of residences, shopping and employment opportunities." Other funding sources provided another \$68,000 to complete this work.

A joint workshop by the city and Washington County in June 2012 shared information on redevelopment and sustainable development opportunities and on the identification of catalyst sites.

Lake Oswego

Foothills District
Framework Plan
\$295,000

The city seeks to develop a comprehensive redevelopment plan consistent with the goals of the 2040 Growth Concept. The plan is intended to establish a new regulatory framework and comprehensive strategy for investing in public structures to accelerate redevelopment activity. An additional \$1.3 million in matching funds was anticipated from the city.

This project was initially intended to complement the Portland-to-Lake Oswego Streetcar project, which is now on hold. The city has revised the work scope to retain elements that promote transit oriented development linked to bus service. The city has completed its study, and the plan is under consideration by the city council.

Lake Oswego

Funding Strategy for Lake
Grove Village Center Plan
\$50,000

The Lake Grove Village Center Plan addresses the current and near-term requirements of land use and transportation within the existing Lake Grove Town Center. The Funding Strategy Plan started with identifying and prioritizing specific projects and identified urban renewal as an essential funding source among other funding tools to be implemented. An additional \$20,000 in matching funds was identified for this project from the city.

The city has completed the funding strategy plan, which has been adopted by the city council and selected urban renewal as the preferred funding source. Boones Ferry Road has been identified as the main target area for development.

Portland

Foster Lents Integration Partnership
\$250,000

This project, led by the Portland Development Commission, is intended to develop a strategic framework for green infrastructure investments in the Foster Corridor to achieve thriving, transit-oriented, sustainable 20-minute neighborhoods. The strategy seeks to address green infrastructure, economic development, environmental stewardship, transit services, transportation infrastructure and strategic redevelopment to catalyze private investments in the target areas. The strategy will identify constraints, opportunity sites and realistic financial partners for redevelopment.

Metro's grant is matched with nearly \$136,000 in other funds from the city. So far the City of Portland has developed a public engagement strategy for this project, engaged a consultant to help manage the project and established a technical advisory committee.

Portland

Brownfield Redevelopment
\$150,000

This study is assessing market feasibility needs and actions to achieve full redevelopment of Portland's brownfields in 25 years. The project includes a brownfield inventory and conditions analysis, an evaluation of financial feasibility gaps and other redevelopment barriers, an estimate of the public payback for expanding brownfield reinvestment, and recommendations or incremental implementation actions. An additional \$50,000 in funding was provided by the city.

So far the city has contracted with a consultant team, conducted the inventory and existing conditions analysis, and completed the preliminary financial feasibility analysis. The study area covers a cumulative total of approximately 1,400 acres.



Washington County
 Aloha-Reedville Study
\$442,000

This project funds the first phase of a three-year project to develop potential alternatives for improving the community's livability and address the impacts of future growth. This phase consists of an existing conditions report and an extensive public outreach program to evaluate service needs and options. The project's final results will include strategies to encourage public and private investment in development, programs and services and is focused on transportation, land use, affordable housing and economic development.

Phase one was completed in June 2012. The funding for the second and third phases, which will build upon the existing conditions report to develop alternatives and identify recommendations for the county community plan, comes from a \$2 million award through the Sustainable Communities Initiative Challenge Grant, a program of the U.S. Department of Housing and Urban Development in partnership with U.S. Department of Transportation and the Environmental Protection Agency.



Additional projects

funded by the grants

Cycle 1 grants – The following three projects were awarded Cycle 1 grants in 2007 but work has not begun.

Beaverton

Cooper Mountain concept planning
\$191,700

Metro awarded grant funding in 2007 for a 504-acre area that was added to the urban growth boundary in 2002 for future residential land. This planning effort will include an additional 543-acre area, west of Beaverton and north Scholls Ferry Road, which was added to the urban growth boundary in 2011 for additional residential development near the Murray Scholls Town Center.



Oregon City

South End Concept Plan
\$292,500

This 192-acre area was added to the urban growth boundary in 2002. Planning for this area will begin in summer 2012.

Tualatin/Wilsonville

Basalt Creek Concept Plan
\$365,278

This 790-acre area between Tualatin and Wilsonville was brought into the urban growth boundary in 2004 for future industrial employment. The planning for this area is expected to begin in fall 2012. The City of Tualatin was awarded the Metro grant funds and will be working with City of Wilsonville to develop the plan.

Cycle 2 grants – The following seven projects were awarded grants in 2010 but implementation was delayed due to various factors. Metro will be working with these local governments in the coming months to help launch these projects.

Cornelius

Holladay Industrial Park Planning
\$79,000

This planning will support a three-part preparation of a 50-acre shovel-ready industrial site north of Holladay Drive. The work supported by the grant will consist of a site survey, a wetland study and vegetated corridor functional assessment, and a traffic study.



Gresham

TriMet Site Redevelopment Plan
\$70,000

Through this project, the city will work with TriMet to transform a park-and-ride lot into a signature development in the middle of the Gresham Regional Center. The city and TriMet will study the market, land use and urban design potential for this 417-space TriMet park-and-ride lot, explore the financial feasibility of development on this site, and ensure adequate park-and-ride spaces. An additional \$18,000 is being provided in matching funds from the city and TriMet.



GRANTS AWARDED

Happy Valley

Industrial Pre-Certification Study

\$32,600

The funds awarded in this grant will augment local in-kind support to complete an Industrial Pre-Certification Study of multiple sites of 20 acres and larger located within the 400-acre Rock Creek employment area. More than \$21,000 will be provided in matching funds from the city.

Portland

Portland-Milwaukie Light Rail Project E-TOD Plan

\$485,000

This grant will support the development of an innovative employment-based transit-oriented development (E-TOD) typology that encourages high job density and transit ridership around four stations on the new Portland-Milwaukie light rail line, located in predominantly industrial neighborhoods. The project will first develop overall land use, economic development and transportation frameworks and then specific implementation strategies for a successful E-TOD plan. This grant will be matched with another \$175,000 from the city and Living Cities/Harvard Kennedy School.

Portland

South Waterfront: South Portland Partnership Plan

\$250,000

This grant is intended to support a comprehensive stakeholder engagement process to refine the preferred design alternative for the South Portal Project, which will improve multi-modal access to the South Waterfront District. The refinement will narrow three key site specific transportation modes critical to success of the Partnership Plan and allow progress on the Portland-to-Lake Oswego Streetcar project, which is now on hold.

Milwaukie

Town Center Urban Renewal Plan

\$224,000

This grant will support the development of an urban renewal plan for the Milwaukie Town Center that identifies the appropriate land use plans and development strategies to stimulate private investment, as well as the funding mechanisms to support redevelopment efforts. Matching funds of \$83,500 will be provided from the city.



Tualatin

Southwest Urban Renewal Plan

\$70,000

The city is proposing to create an urban renewal plan to develop a tax increment financing district, and funding from this grant will be used to hire a consultant to conduct a feasibility study, create an urban renewal plan and consult with legal counsel who specializes in urban renewal law. An additional \$43,000 in matching funds will be provided by the City of Tualatin.



For more information about Metro's Community Development and Planning Grants, visit www.oregonmetro.gov/grants or contact **Gerry Uba** at 503-797-1737 or gerry.uba@oregonmetro.gov.

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro representatives

Metro Council President – Tom Hughes

Metro Councilors – Shirley Craddick, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Barbara Roberts, District 6

Auditor – Suzanne Flynn



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ONLINE PANEL

www.oregonmetro.gov/connect

The Intertwine Alliance Fall Summit

October 25, 2012



Please join our partners from across the Portland - Vancouver region for the Fall 2012 Intertwine Alliance Summit with afternoon workshops and a key note address from Suzanne Bonamici. Share your success stories. Participate in the launching of an Intertwine regional urban forestry strategy or help set priorities for regional active transportation corridors and connections. Network with your peers during Happy Hour.

Oregon Zoo

4001 SW Canyon Road

Registration:

Summit attendance is free, but REGISTRATION IS REQUIRED. Please RSVP no later than October 8, 2012 at <http://www.theintertwine.org/alliance>

Registration for the workshops is also required. Please select the workshop of your choice.

Questions? Contact Irene Vlach

Irene@theintertwine.org

503-445-0991

SUMMIT SCHEDULE

2:00 to 3:45 Concurrent Workshops:

- a) Regional Active Transportation Plan:** a workshop to engage participants and obtain feedback and comments on the results of the Regional Cycle Zone Analysis and the Analysis of the Regional Pedestrian Network.
- b) Launching an Intertwine regional urban forestry strategy:** presentation of the final Intertwine Regional Conservation Strategy (RCS) document and highlighting of organizations and efforts throughout the region that are implementing the RCS. This workshop will also include discussions and guest lectures about urban natural resource issues and the new Regional Urban Forestry Strategy.

4:00- 5:30: Plenary Session:

- **Introduction and Intertwine Alliance Successes:** Mike Wetter, Executive Director and Jonathan Nicholas, Board President.
- **Welcome by Rep. Suzanne Bonamici**
- **Mickey Fearn, Deputy Director of the National Parks Service**
- **Alliance partner success stories**

5:00-6:30 Networking, and happy hour celebration.



Opt In Introduction

PREPARED FOR
Metro Policy Advisory Committee (MPAC)

October 10, 2012

www.dhmresearch.com





optin

PORTLAND-VANCOUVER AREA ONLINE PARTICIPATION TOOL



NORTHWEST HEALTH
FOUNDATION



**We Want You
To Be Our
Partner – To
Build and Use
Opt In**

Opt In—The Story

- **Citizens online panel launched beginning of 2011**
- **Over 18,000 members today**
- **Overarching goals:**
 - Enhance public involvement and civic engagement: BY GOING TO THEM
 - Enhance public information efforts: BY GOING TO THEM
 - Increase partners' understanding of regional values and opinions through more representative comments
 - Inform partners' decision-making
 - Reduce the cost and time for people to participate

Opt In Uses and Applications - Metro

- **Informed Climate Change Plan**
- **Provided Criteria for new Chief Operating Officer**
- **Informed Oregon Zoo bond planning**
- **Assessed priorities for a possible natural area's levy**
- **Informed Zoo parking decision**
- **Informed solid waste management planning**
- **Informed Glendoveer Golf Course planning**

Opt In Uses and Application – Others

- **Tri-Met planning**
- **Portland Bureau of Transportation**
- **Clackamas County**
- **Community Newspapers**

Participation

- 21 consultations (surveys)
- Over 2,000 people participated in each outreach project
- Approximately 45,000 responses (including thousands of open-ended comments)
- Average cost per comment: \$4.09

Participation by demographics

- At least 700 people from households making less than \$50k a year
- At least 600 people in each age group (18-34; 35-54; 55+)
- At least 600 people without a college degree
- At least 400 people in each county
- At least 400 people in each political ideology

Sample of Results

Zoo

Garbage Management

Natural Areas

Zoo consultation: Participation and demographics

- **Completed interviews: 5,407**
- **Cost per comment: \$2.75**
- **Response rate: 29%**
 - 5,407 residents who visit the zoo at least once a year
 - 1,744 residents who visit the zoo five or more times per year
 - 558 Clackamas County residents
 - 2,298 Multnomah County residents
 - 1,406 Washington County residents
 - 631 residents outside the Tri-County area
 - 1,205 residents ages 18 to 34
 - 3,297 people who visit Washington Park with children

Zoo consultation:

How would you like to learn while visiting the zoo?

- *“About the animals. It was great to see the lion trainers show us how they stimulate them at the zoo environment. Would like to see more of those types of information.” (Clackamas County)*
- *“Anything and everything about the lifestyles of the animals and what is involved in their care.” (Washington County)*
- *“We love to hear the zookeepers talk about the animals, their eating habits, their habitats, etc.” (Washington County)*
- *“All about the animals; endangered species and what I can do to help. About the plants and animals there. About the various occupations for zoo workers and the education required. About baby animals.” (Multnomah County)*

Garbage consultation: Participation and demographics

- **Completed interviews: 3,536**
- **Follow-up to focus group research**
- **Cost per comment: \$1.41**
- **Response rate: 20%**
 - 411 Clackamas County residents
 - 2,271 Multnomah County residents
 - 844 Washington County residents
 - 608 residents ages 18 to 34
 - 598 from houses with incomes below \$50k
 - 691 without a college degree

Garbage Consultation:

Positive comments about the local garbage management

- *"I like keeping garbage local, so people are more aware of the problem of getting rid of it."*
- *"It reduces transportation costs. As energy resources become more strapped, transporting all this waste will become untenable."*
- *"Using garbage to harvest energy is promising. Oregon could be a frontrunner in the further development of such a system."*
- *"These methods sound possibly better environmentally than just burning garbage."*

Garbage Consultation:

Negative comments about the local garbage

- *“I would be reluctant to invest in a large infrastructure facility with an ROI greater than 20 years. Technology is changing so fast, it could easily be obsolete by then.”*
- *“Smaller plants are likely to be less efficient, more costly, and harder to maintain.”*
- *“Not yet proven effective enough and worth the risks and increased use of space in urban areas.”*
- *“I would worry that these facilities would be sited near poor and minority neighborhoods.”*

Natural Areas consultation: Participation and demographics

- **Completed interviews: 3,491**
- **Follow-up to scientific survey**
- **Cost per comment: \$1.86**
- **Response rate: 31%**
 - 2,738 members who visit parks and natural areas monthly or more
 - 317 minority members (a typical telephone survey is 15-30)
 - 437 with household incomes below \$35k
 - 445 from Clackamas County
 - 2187 from Multnomah County
 - 860 from Washington County
 - 632 residents ages 18 to 34

Comments about natural areas: Urgency of preservation vs. access (minority member responses)

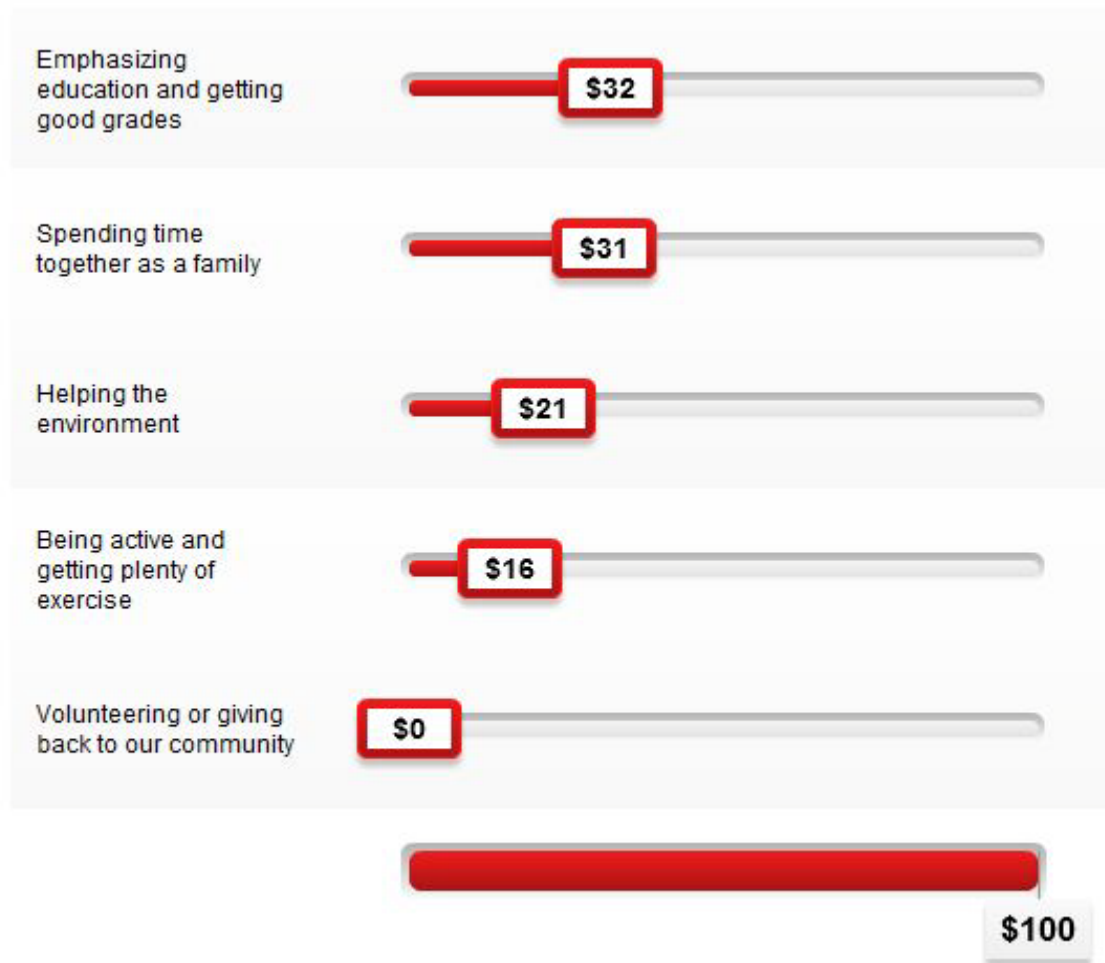
- *“Assess any development for environmental impact and stop urban sprawl. Build more multi family communities with natural areas built in.” (Woman, 55-64, Multnomah, Asian)*
- *“Resist so called growth and development. Keep things wild.” (Man, 35-54, Washington, Latino)*
- *“Keep the areas accessible and free of homeless camps, drug dealing, car thefts, provide oversight by police or park rangers, have restrooms and public eating areas for picnics.” (Woman, 35-54, Clackamas County, Native American)*
- *“I feel it is more important to protect these natural areas than it is to provide easy access to them. I don't need to be able to go everywhere, I just don't want natural areas to continue to be built on!” (Woman, 18-24, Multnomah, Native American)*

Future Opt In Consultations – Why we need you

- Engaging questions
- Visual layouts – Presentations of information (e.g. maps, pictures, etc.)
- Mobile devices
- Multi-language
- Travel diaries
- Email educational information
- Email meeting notices
- Recruit committee/task force members

Question Types:

You have \$100 for natural areas. How would you allocated that money across the following areas?



Future Opt In Citizen Engagement - Why we need you

- Online discussion groups
- Bulletin Boards
- Household behavior diaries
- Recruiting large group, focus group, and small group discussions
- Completing valid, statistically reliable surveys

Survey Costs - Estimates

- Email: \$500
- Short consultation (10-15 questions): \$5,000*
- Long consultation (20-25 questions): \$10,000*

*Includes research design, computer programming, email invite, monitoring response, computer processing, analysis, summary report, listing of verbatim responses to open-end questions.



Adam Davis, Principal DHM Research (Davis, Hibbitts, & Midghall, Inc.)

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Portland Metro Regional Industrial Land Study

Metro Policy Advisory Committee
October 10, 2012

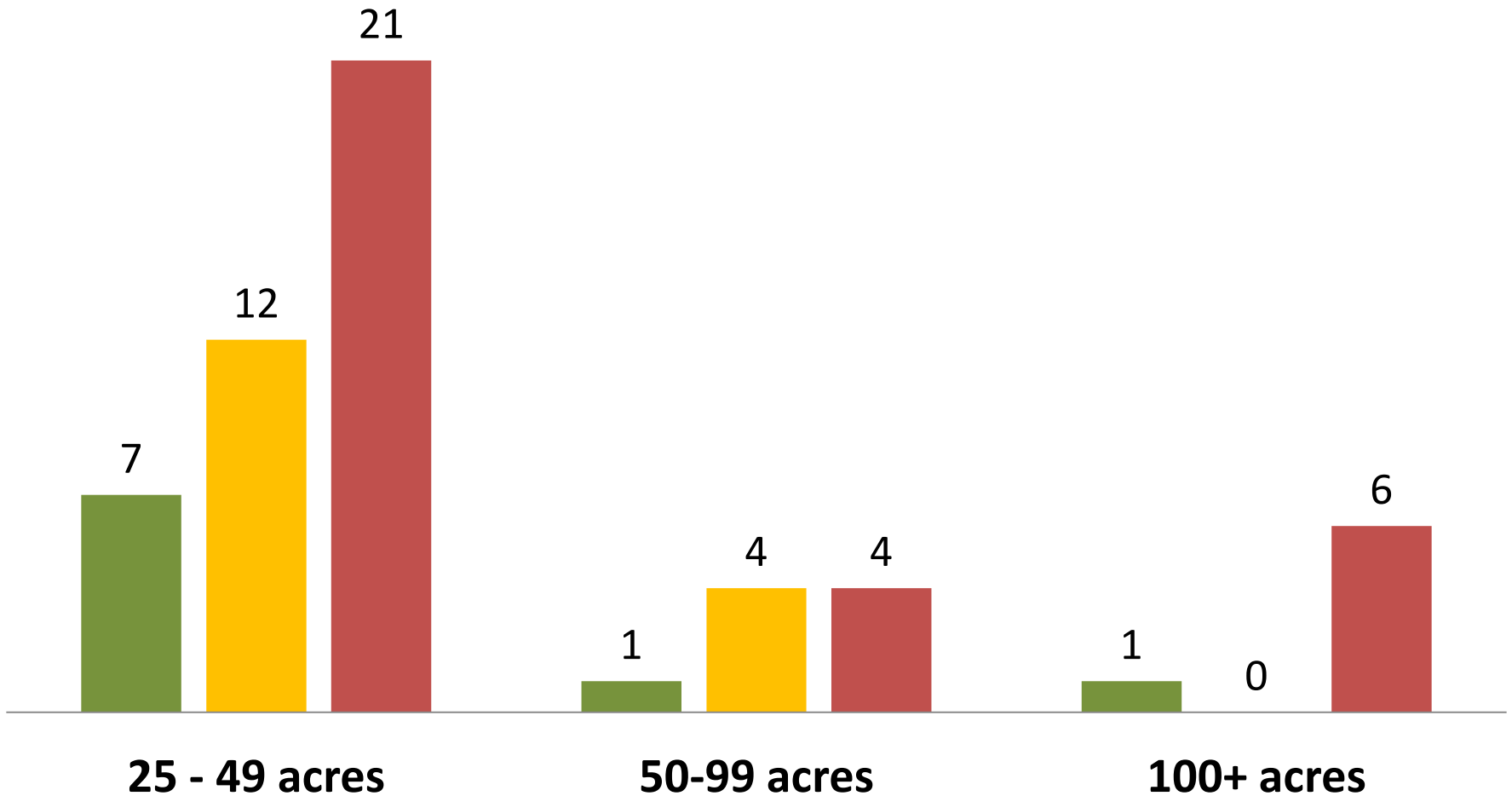


Recap of Phase 1

- 56 potential large sites, but few are development ready within six months (9 sites)
- Larger development-ready sites are especially scarce
- Multiple site constraints need to be addressed to make efficient use of sites in UGB

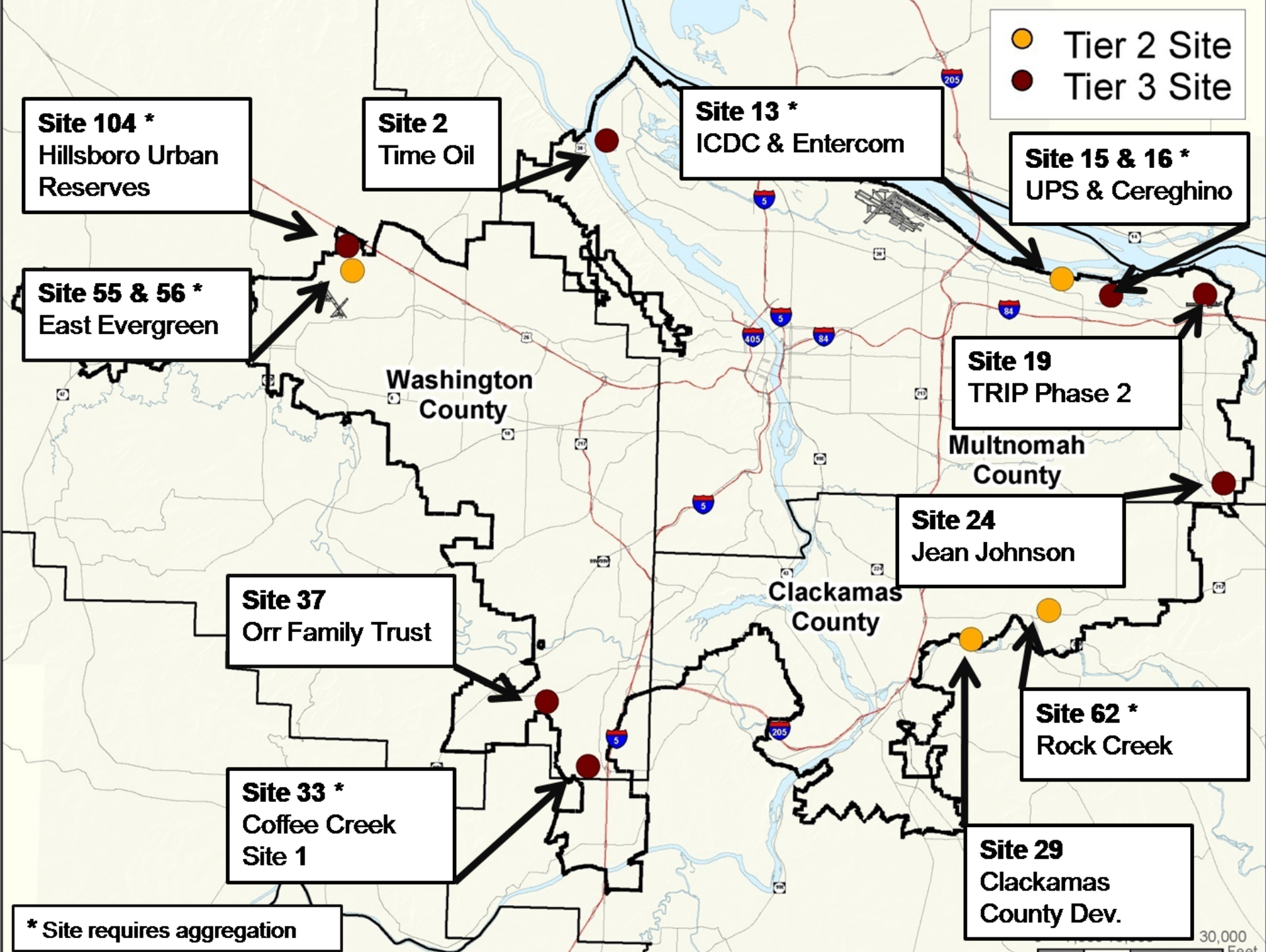
Distribution of Sites by Acreage

■ Tier 1 ■ Tier 2 ■ Tier 3



Tier 2 and 3 Potential Development Constraints

	TOTAL
BROWNFIELD / CLEANUP	8
NATURAL RESOURCES	13
INFRASTRUCTURE	19
TRANSPORTATION	18
LAND ASSEMBLY	14
STATE/LOCAL ACTIONS	20
NOT WILLING TO TRANSACT	18

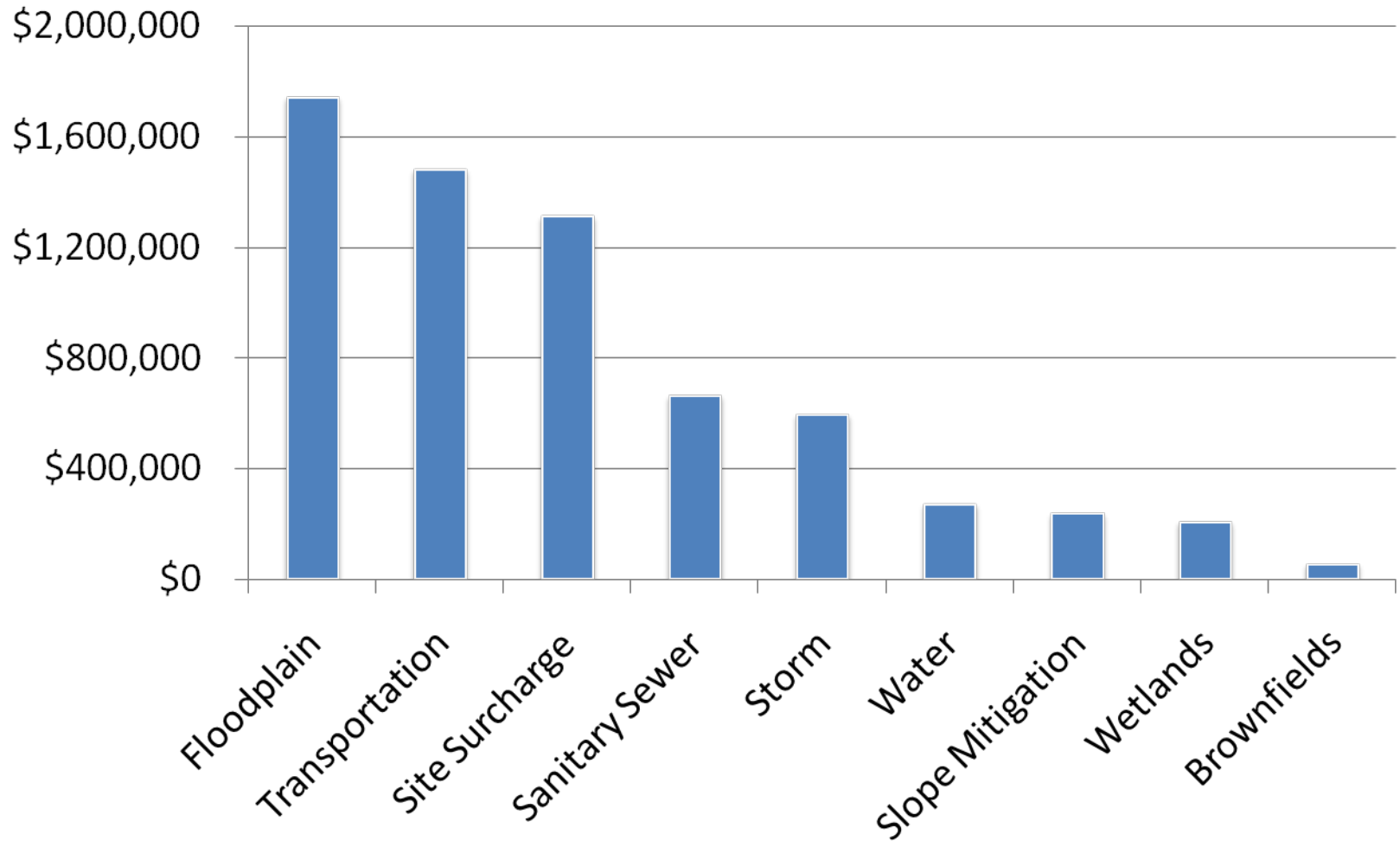


Site Constraints (Phase 2 sites)

- Off-site public utilities represent primary barrier.
- Transportation constraints are the largest contributing factor.
- Site aggregation also key.
- Time to establish infrastructure approaches 24 to 30 months.
- Lack of knowledge about cost and value.

Development Readiness: Median Costs per Site

(Phase 2 sites)

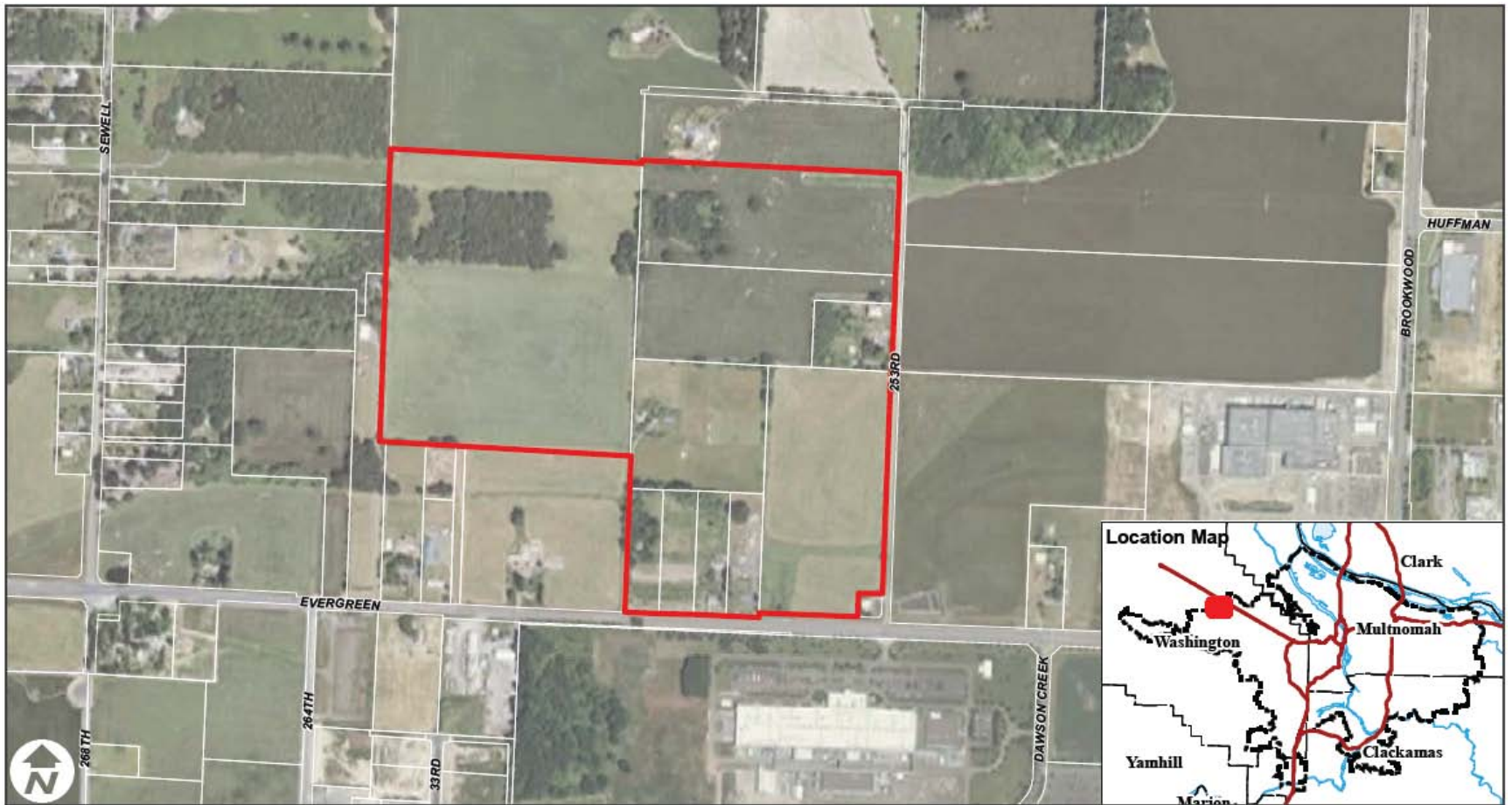


Market Gap - \$120 million

“The sites with critical infrastructure deficiencies are not likely to attract large firms if investment is left solely to the private market or delayed until a business willing to commit to a site is found.”

– Regional Industrial Site Readiness Report, 2012

East Evergreen Site - Hillsboro



East Evergreen Site Attributes

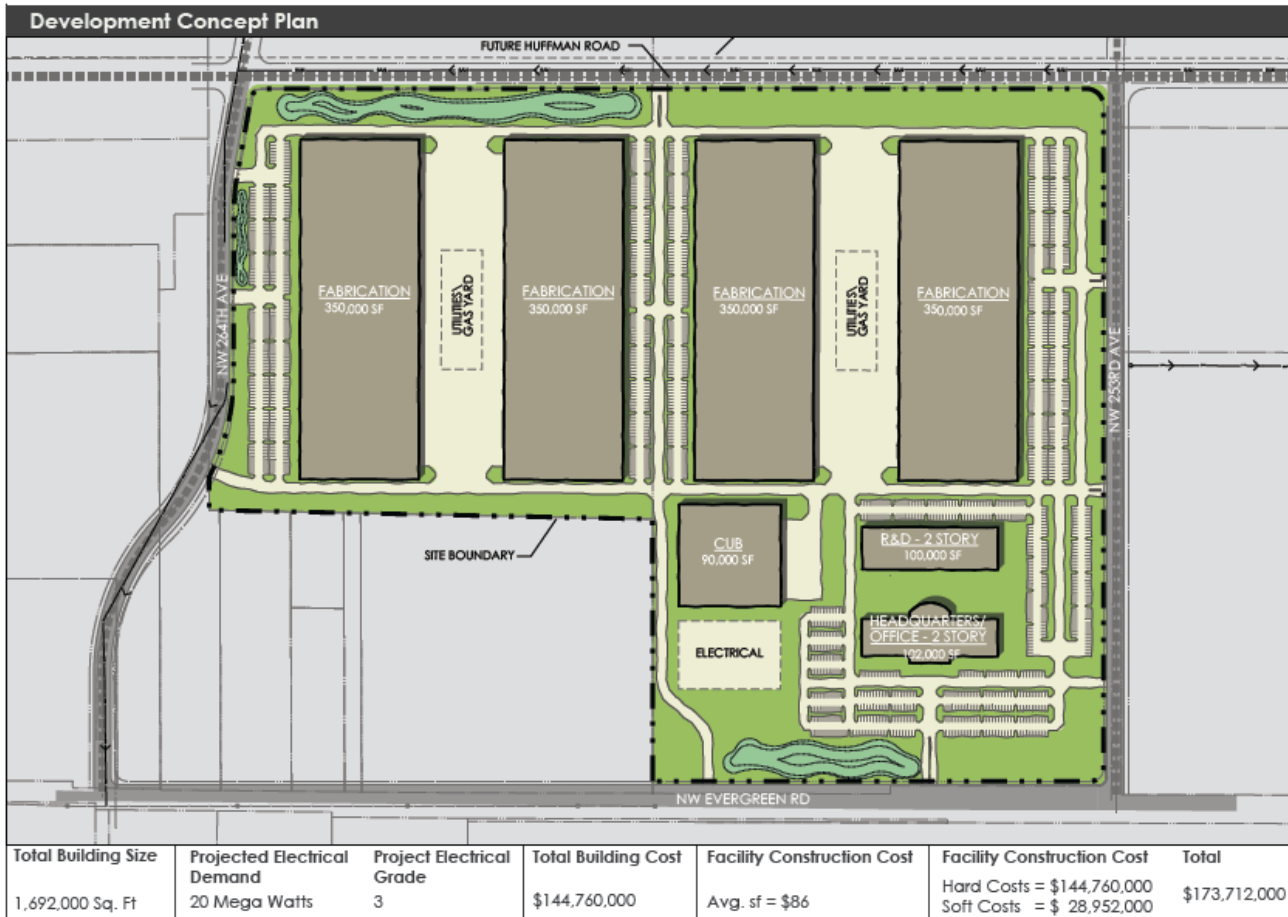
- Market Suitability:
 - Regionally to nationally-scaled clean-tech
 - High-tech manufacturing or campus industrial
- 117 net developable acres within UGB
- Enterprise zone, SIP
- Adjacent to other thriving industrial sites

East Evergreen Site Development Challenges

- Wetlands
- Offsite infrastructure (water, sewer, stormwater, transportation)
- 33 months needed for site preparation
- \$42 M costs for site preparation
- \$13 M market viability gap

East Evergreen Site

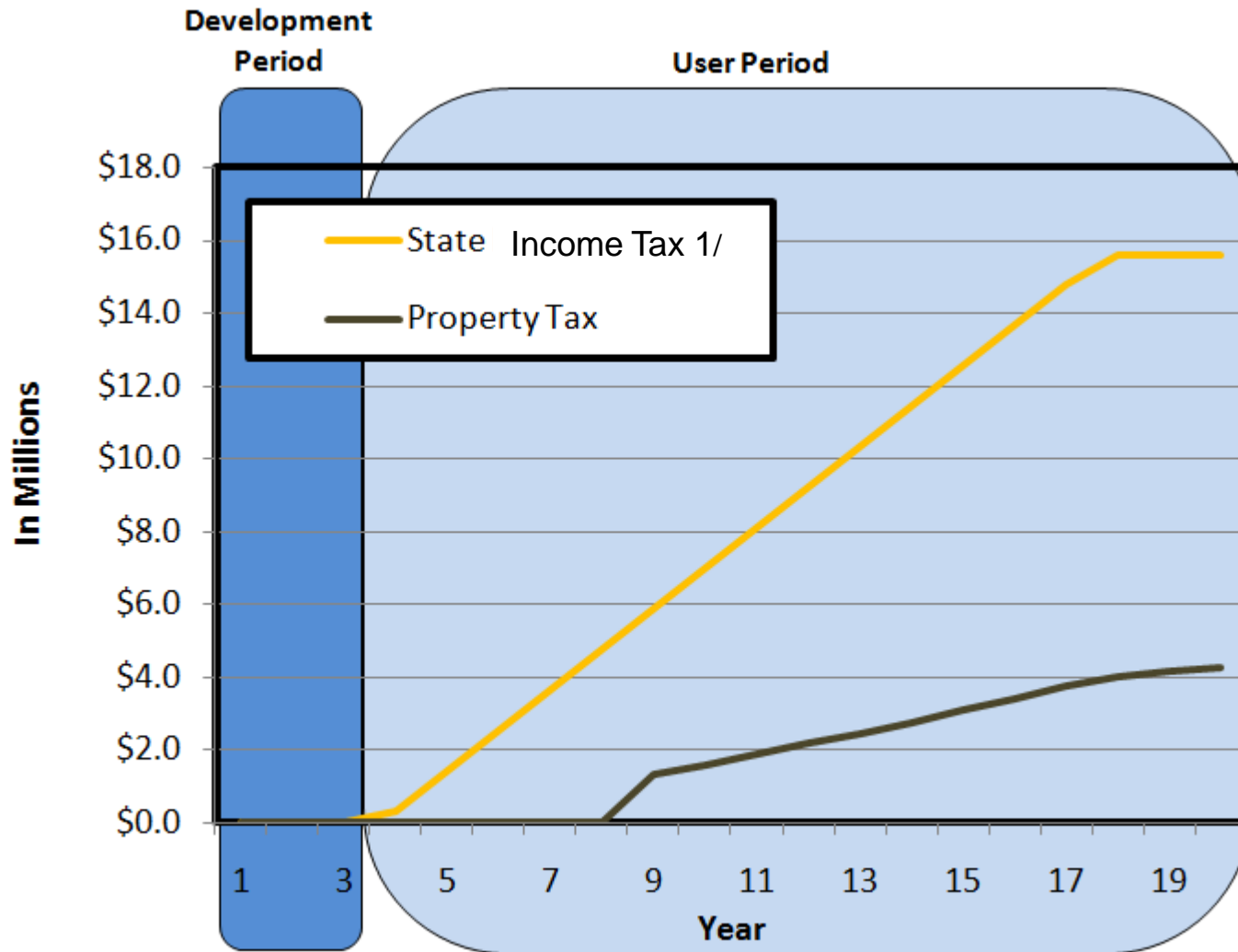
Illustrative development concept



Site Use	Description of Development Concept Site Use
Globally scaled clean technology campus	Multi-building single user technology manufacturing campus; combines office with clean room manufacturing uses; similar uses such as Solar World.

Development Concept Costs	
Off-Site Costs and Construction Terms	
Water: Start Period (months back): Term:	\$1,032,000 18 15
Sewer: Start Period (months back): Term:	\$2,986,800 18 15
Stormwater: Start Period (months Back): Term:	\$919,500 18 15
Transportation: Start Period (months back): Term:	\$7,070,000 18 18
Off-Site Total Costs	\$12,008,300
On-Site Costs and Mitigation Terms	
Wetland Mitigation: Start Period (months back): Term:	\$875,000 24 12
Slope Mitigation: Start Period (months back): Term:	\$130,000 24 9
Building Pad Surcharge: Start Period (months Back): Term:	\$0
Floodplain Cut/Fill Mitigation: Start Period (months back): Term:	\$0
Environmental Cleanup: Start Period (months back): Term:	\$82,500 33 6
On-Site Total Costs	\$1,087,500
Total Costs	\$13,095,800

East Evergreen Site Potential Economic Benefit



1/ Direct Impacts Only

Troutdale Reynolds Industrial Park



TRIP Master Plan

Columbia River

Sandy River

40 Mile Loop Trail

OPEN SPACE

OPEN SPACE

Sundial Rd.





FedEx Ground

Swigert Way

Graham Rd.

Troutdale Airport

84

-  Phase 1 – 130.9 acres
-  Phase 2 – 179.5 acres
-  Phase 3 – 34.5 acres
-  Utilities Property

TRIP

Site Attributes

- 3 phase master plan development by Port
- Phase 2 site prep underway; future Phase 3
- 80 net developable acres in the UGB
 - Opens another 60+ acres for development
- Market suitability:
 - Regionally and nationally scaled clean tech
 - General manufacturing
 - Distribution and logistics
- Enterprise zone and SIP incentive

TRIP

Development Challenges

- On-site environmental
- Wetlands
- Off-site infrastructure (transportation, water, sewer, stormwater)
- 75 months needed for site preparation
- \$20 M costs for site preparation
- \$37 M market viability gap

TRIP Road Improvements

Graham Rd.

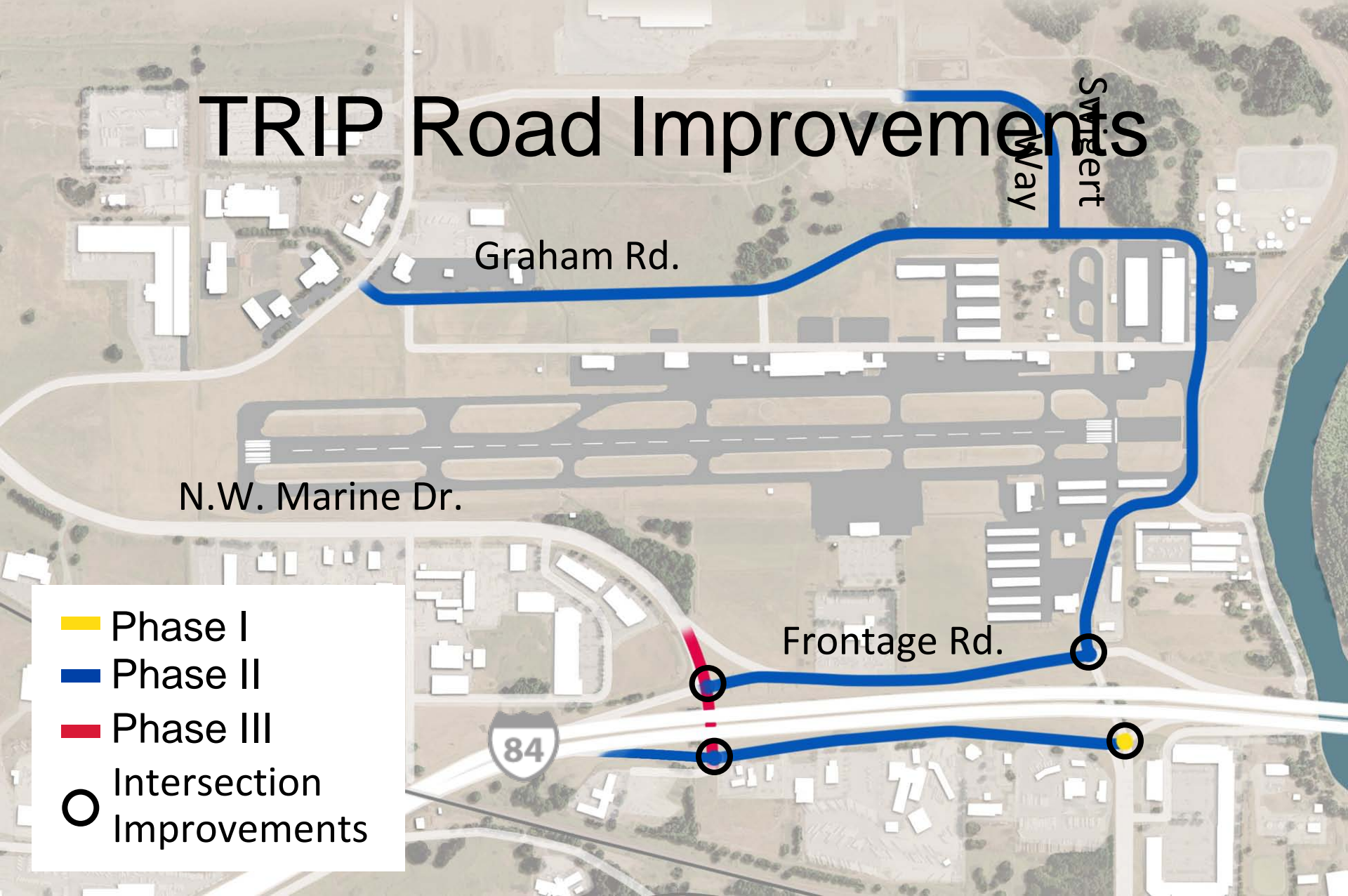
N.W. Marine Dr.

Frontage Rd.

- Phase I
- Phase II
- Phase III
- Intersection Improvements

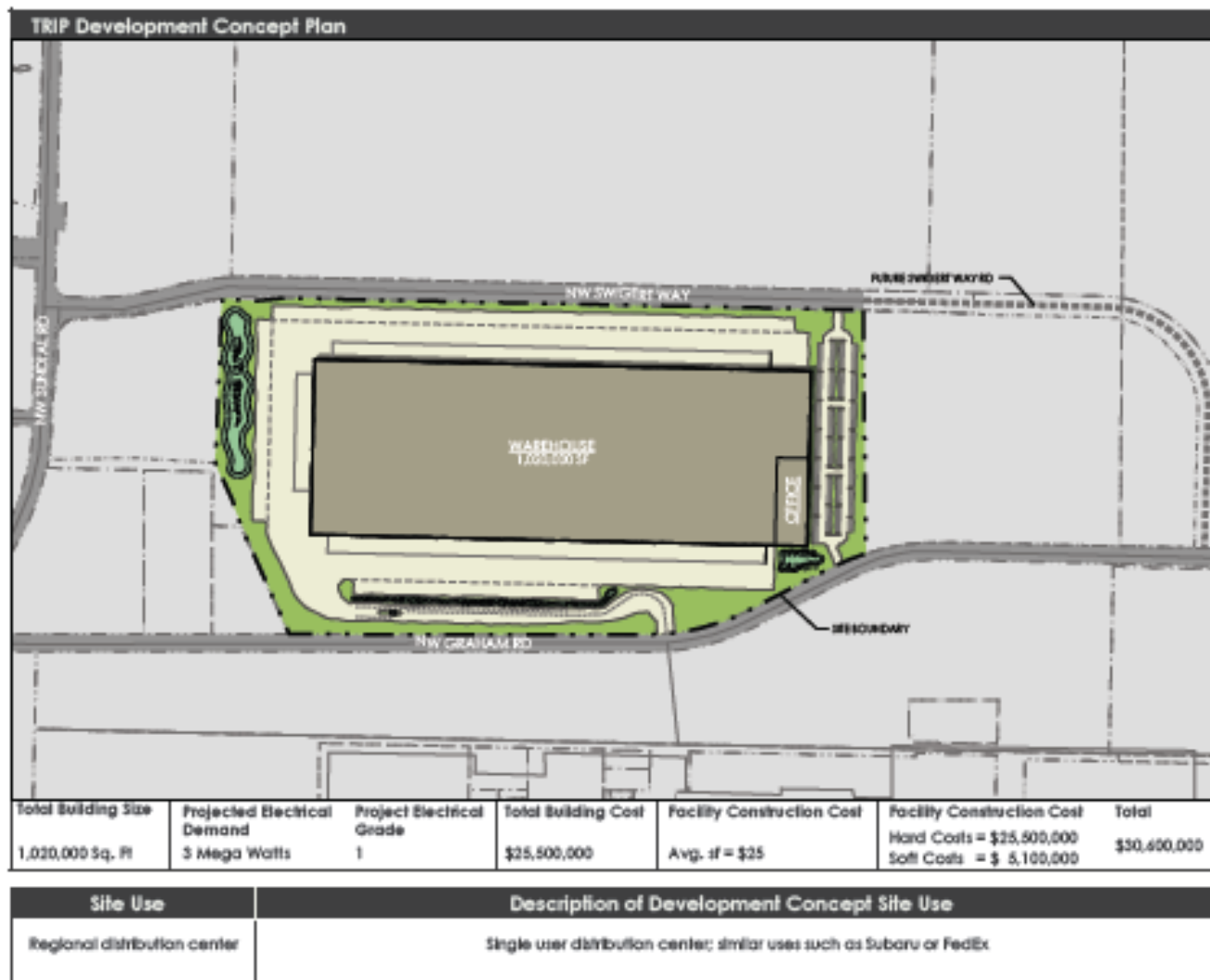
84

May
Sweet



TRIP Site

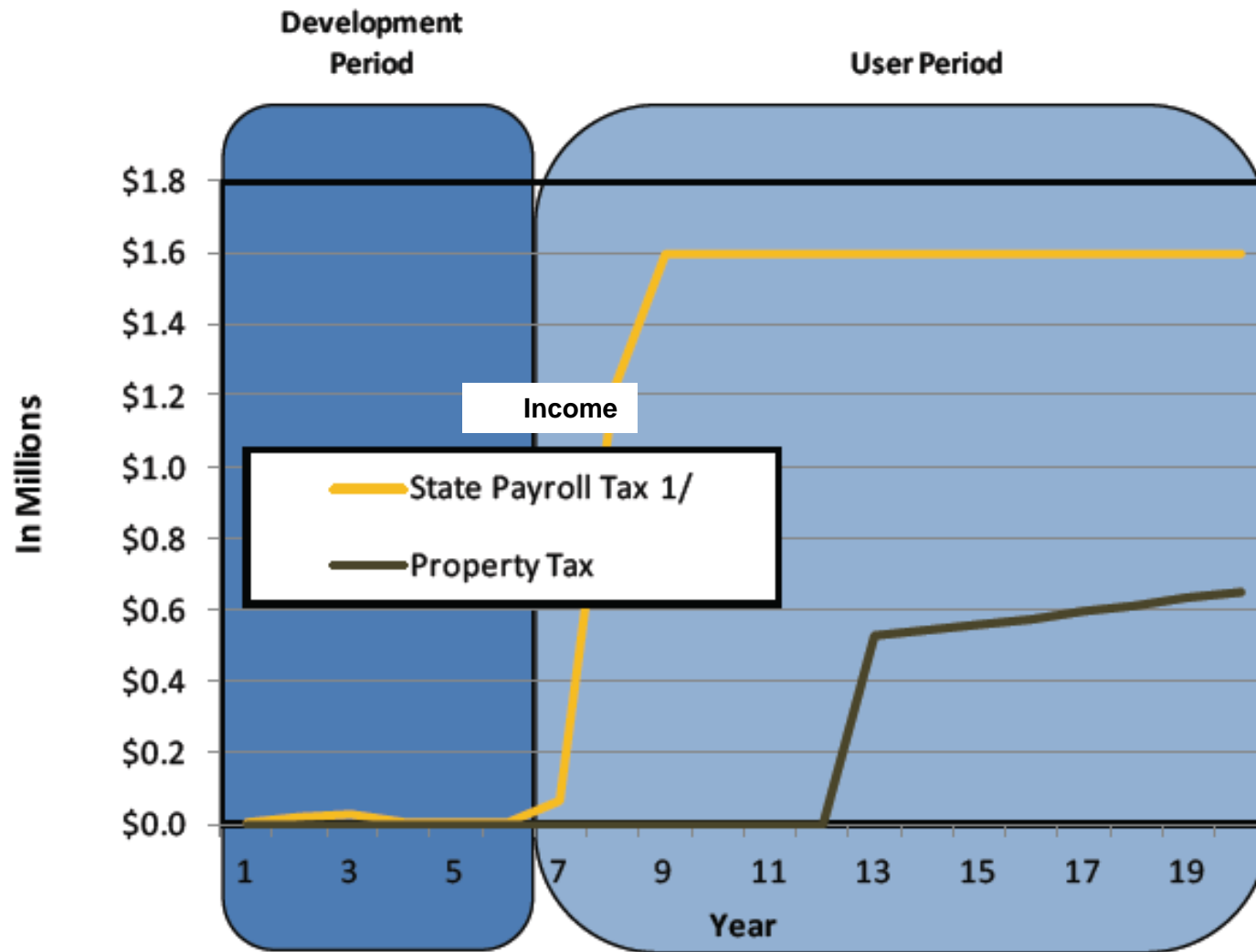
Illustrative Development Concept



Development Concept Costs	
Off-Site Costs and Construction Terms	
Water:	\$14,000
Start Period (months back):	63
Term:	6
Sewer:	\$187,500
Start Period (months back):	63
Term:	15
Stormwater:	\$255,000
Start Period (months back):	63
Term:	15
Transportation:	\$4,825,000
Start Period (months back):	63
Term:	24
Off-Site Total Costs	\$5,281,500
On-Site Costs and Mitigation Terms	
Wetland Mitigation:	\$5,494,750
Start Period (months back):	45
Term:	18
Slope Mitigation:	\$4,750,000
Start Period (months back):	45
Term:	33
Building Pad Surcharge:	\$1,686,000
Start Period (months back):	39
Term:	39
Floodplain Cut/Fill Mitigation:	\$0
Start Period (months back):	
Term:	
Environmental Cleanup:	\$3,025,000
Start Period (months back):	51
Term:	6
On-Site Total Costs	\$14,955,750
Total Costs	\$20,237,250

TRIP Site

Potential Economic Benefit



1/ Direct Impacts Only

Potential Benefits 12 Study Sites

- Total Direct Jobs 12,500.
- Average Annual Wage Level \$97,000.
- Total Property Tax over 20 years \$217 million.
- Total State Payroll Tax over 20 years (direct jobs only) \$764 million.
- Total State Payroll Tax over 20 years (direct and indirect) \$2.3 billion.

Study Conclusions

- Few large sites available in Tier 1 and Tier 2 raise the potential of lost opportunity
- Market choice is more limited for larger 50+ and 100+ acre sites
 - Larger sites are more complex and take more patience to acquire and develop
 - Parcel aggregation is a key issue to supplying larger sites

Study Conclusions

- Significant financial and time to market hurdles for Tier 2 and Tier 3 sites
 - Infrastructure funding a key need, with transportation being the largest line item
- Significant economic benefits from investment
 - Jobs, payroll and property taxes
- State's general fund potentially a big winner from associated job growth

Policy Implications

- Maintaining and expanding existing state infrastructure funding and technical assistance programs
- Improving predictability of state and local regulatory and permitting processes
- Exploring opportunities for regional and state funding for “patient developer entities”

Full Report

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=41627>

Or

<http://www.valueofjobs.com>



2012

LAND AVAILABILITY | LIMITED OPTIONS

An analysis of industrial land ready for future employers

About this report

This report examines the current and near-term supply of large industrial sites available to accommodate the expansion of existing employers and recruitment of potential new employers to the Portland-metro region.¹ The project was conceived partly in response to Metro's 2009 Urban Growth Report analysis that identified a shortage of large-lot industrial sites in the region and in recognition of the need for a mechanism to replenish large-lot industrial sites as they are developed.

The report was produced by Group Mackenzie in partnership with the Portland Business Alliance, Port of Portland, Business Oregon (an Oregon state agency), NAIOP Oregon Chapter (a commercial real estate development association) and Metro.

1 The Regional Industrial Lands Inventory examined vacant, industrially-zoned or planned lands within the Metro urban growth boundary and selected urban reserves that are suitable for large lot industrial development by new firms moving to the region or to accommodate the growth of existing firms that do not hold land for future expansion. The study identified and documented user-owned sites held for future use but excluded these from the detailed analysis.

Why land availability matters

The Value of Jobs Coalition believes that quality of life begins with a good job and that a thriving economy creates the foundation for quality schools, healthy parks and happy families. According to a study sponsored by the coalition, in the late 1990s, the Portland-metro region's wages and incomes fell below the national average and have stayed there. Other peer regions have passed us by in terms of income level and employment. The coalition is sponsoring a series of studies to take a closer look at our economy to see what our region's economic needs and issues are.

There are a number of factors that help a metro region's economy thrive – an educated workforce, sound infrastructure, a coordinated transportation system and available land to grow and attract employers, to name a few. This analysis examines one ingredient of regional economic health: the readiness of large-lot industrial lands.

A consistent inventory of sites is a key requirement for meeting market demand, either by expanding local employers or attracting new employers to our region. This analysis shows, however, that

we have a supply of industrial land that is not readily available to attract and cultivate the types of catalytic employers that will help our region's ability to grow and thrive.

Our region has a land use history to be proud of, and we take a measured approach to development. Most of the large-lot sites that will become available for industrial development within the foreseeable future are inside the existing Metro urban growth boundary (UGB) or urban reserves. Advancing the readiness of those sites improves our economic competitiveness, maximizes the efficient use of existing infrastructure and reduces outward pressure on the UGB.

We hope the information in this report will start a conversation among public- and private-sector leaders to help move public policy in a direction that enhances our quality of life by creating well paying jobs and laying the foundation for innovative tools that grow employers in, and attract employers to, our region.

A focus on industrial lands

While this analysis could have looked at a variety of employment land types, it focuses specifically on large industrial sites. Metro has identified a shortage of these sites in the regional industrial lands inventory. Many of the region's largest and often highest-paying industrial firms are located on parcels 25 acres or more in size.

Such firms include high-tech manufacturing (Intel Corporation and Genentech), heavy manufacturing (Vigor Industrial, Gunderson, Freightliner), research and development labs (Oregon Health & Sciences University) and firms that support other business such as warehouses and shipping terminals. These employers create products or services that are sold outside of Portland-metro and bring new dollars into the region. These businesses are commonly referred to as “traded-sector” employers. With these employers come good, family-wage jobs and tax revenues that support critical public services such as schools, health care and law enforcement.

The state of Oregon, the Portland-Vancouver region, the city of Portland and most of the region's counties and cities all identify a similar universe of traded-sector business as the centerpiece of their economic development strategies.² A successful strategy includes retention and growth of existing businesses as

² See for example: *Business Oregon's Strategic Plan May 2009*; *Comprehensive Economic Development Strategy for the Portland-Vancouver Metropolitan Region 2010-2011 Update*; *City of Portland Economic Development Strategy, A Five Year Plan for Promoting Job Creation and Economic Growth, 2009*.

“We’re competing globally to retain, expand and recruit traded-sector companies and the quality jobs and wages they bring. The window of opportunity to win major investment is often short and very competitive. Building an inventory of shovel-ready sites is a key ingredient to positioning the Greater Portland region for long-term job creation.”

Sean Robbins, Chief Executive Officer,
Greater Portland Inc.

well as the recruitment of new traded-sector businesses. Although not all traded-sector firms require large parcels, nationally or globally scaled firms that can have a significant impact on regional economic growth – such as Intel, Genentech and Freightliner – do require large parcels.

The experience of state and regional economic development experts indicates that accomplishing our region's industrial retention, expansion and recruitment strategy depends on the immediate availability of an adequate supply of well-located, market-priced and readily developable large-lot industrial lands.

BY THE NUMBERS:

5.

Number of broadly attractive 25-acre or larger sites available for industrial development within 180 days.

1.

Number of 50-acre or larger sites available for immediate development within 180 days.

1.

Number of 100-acre sites available for immediate development within 180 days.

0.

Number of 100-acre sites available for development between seven and 30 months.

35%.

Percentage of the region's total payroll that came from the traded sector in 2007.

\$14,600.

Average additional wage earned by workers in traded-sector jobs vs. non-traded-sector jobs.

65,500.

Number of jobs at firms located on parcels of 25 acres or more.

50%.

Percentage of all industrial land development in the past 20 years that took place during two, three-year peaks of development (1996-1998) and (2006-2008).

Why the focus on traded-sector clusters?

Traded-sector employers export goods and services from the region and import revenue into the region. In the Portland region, many of these traded-sector firms are manufacturers. Economic development strategies focus on these traded-sector employers because they pay higher wages and can increase the wealth of the community.

A 2010 analysis by ECONorthwest for the Value of Jobs Coalition, *2010 Check-Up on the Portland-Region's Economic Health*, found that the average Portland-metro traded-sector wage was \$53,000 in 2007, \$14,600 greater than the average non-traded-sector wage. The analysis also found that traded-sector jobs accounted for 28 percent of the region's total jobs and 35 percent of total payroll. According to a Business Oregon analysis in 2008, the average wage for the High Technology cluster was \$82,000.³

The wealth generated by these traded-sector jobs circulates in the community, ultimately supporting supplier or service companies and neighborhood businesses. Larger traded-sector firms also seed entrepreneurs who spin out to create start-up firms that grow into larger firms. This process is what produces the economic clusters that are vital to the economic success of the region. Traded-sector firms also support public services directly and indirectly with higher wage jobs and taxable incomes, resulting in funding for schools, social services, parks and other critical public services.

³ www.oregon4biz.com/dev/www/BOR/The-Oregon-Advantage/Industry/

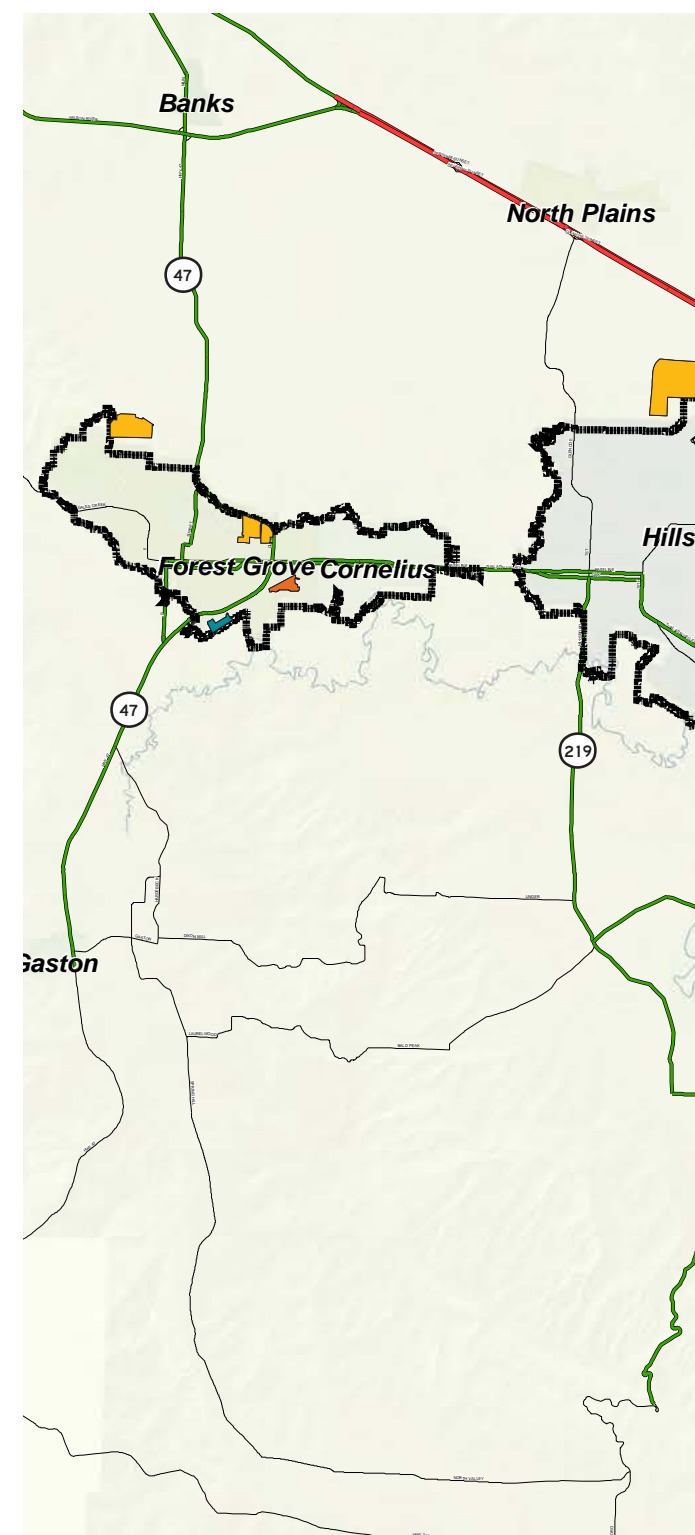
This land inventory analysis provides a snapshot of the industrial land supply inside the Metro UGB and selected urban reserves established in mid-2011. The inventory can be used as a reference for monitoring and tracking changes and absorption of industrial land in the region and can also be used by Portland-metro municipalities as the basis for making informed land use and investment decisions around the supply, regulation and market readiness of industrial lands.

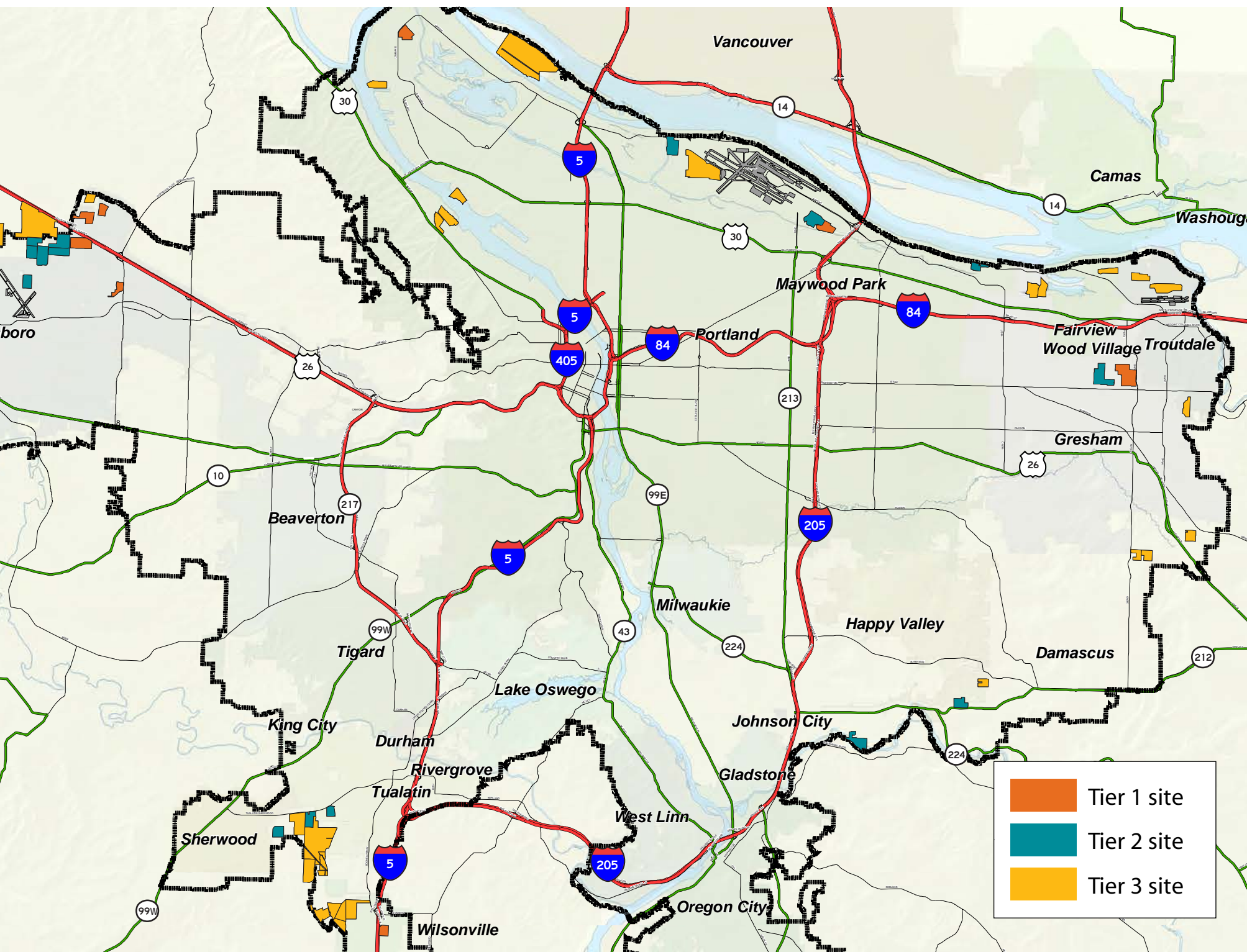
The market-based approach

This analysis started with a simple question: **What is the inventory of market ready sites this region needs to be competitive in a global marketplace and successful in attracting large traded-sector firms to locate or expand here?**

Business Oregon has extensive experience recruiting national and international traded-sector businesses into the state and the Portland-metro region. Their experience is that the majority of employers considering whether to locate in the region require sites where they can break ground within 180 days of site selection.

It is also important for the region to offer a number of potential sites for employers to choose from in order to receive serious consideration by site selectors. The fewer the number of sites available for immediate development, the lower the odds are that the region will be able to meet the new employer's requirements.





What about Clark County?

Could the Portland-metro industrial land readiness issue be addressed by looking north to Clark County? Not according to a report recently issued by the Columbia River Economic Development Council, which found only 13 sites are available and it would take up to 12 to 18 months to get permits in place for construction. The report noted that the shortage of readily available land has already led some businesses to look elsewhere to grow, and could hamper the community's economic recovery, according to local leaders.⁴

What do large-lot industrial developments add to the regional economy?

A 2010 Metro report found that 60 employers located on parcels of 25 acres or more accounted for more than 8 percent of the region's total employment in 2006 or 65,500 jobs.⁵ A Business Oregon analysis of recent recruiting efforts found the economic impact per acre of large-lot developments varies depending on the type of company and ranges from \$200,000 per acre for warehouse and distribution centers to \$1.4 million per acre for clean tech manufacturing.

⁴ "Few places to build jobs," *The Columbian*, Tuesday, January 10, 2012.

⁵ *Metro 2009-2030 Urban Growth Report*, Appendix 4, January 14, 2010

Based on experience, Business Oregon has identified the characteristic minimum parcel size and other site requirements for most cluster recruitment targets. Most of these cluster industry recruitments require net developable sites of at least 25 acres with a number of clusters, such as globally scaled high tech, requiring much larger sites.

This analysis focuses on the net developable acreage, as some sites have a high number of gross acreage but limited area that would be suitable for an employer to build a facility.

To identify the inventory of market-ready sites in the region, the project applied a series of filters from the perspective of potential employers. Starting with Metro's 2009 Buildable Lands Inventory, supplemented with information from local jurisdictions throughout the region, the analysis identified parcels with the following characteristics:

- ▶ Inside the UGB or in selected urban reserves
- ▶ Zoned, planned, or, in the case of urban reserves, suitable for industrial uses
- ▶ Containing at least 25 net buildable, vacant acres after accounting for constraints such as wetlands, flood plains and slope
- ▶ Not set aside by existing firms for future expansion opportunities

Using Business Oregon and industry expertise, the parcels identified through this initial process were further analyzed as to their market readiness using sufficiency of infrastructure and transportation facilities, brownfield or environmental issues, need for land assembly, need for annexation and availability for lease or sale.

This more refined analysis resulted in an inventory of existing or potential industrial sites that were assigned a tier based on market readiness or estimated length of time before they can be developed. Tire 1 sites could be shovel ready within 180 days (six months). With sufficient resources and expeditious jurisdiction approvals, Tier 2 sites could be development ready in seven to 30 months. Sites that will require more than 30 months to be ready for development were designated Tier 3.⁶

⁶ The Value of Jobs Coalition is working with the Regional Industrial Lands Study partners on a second phase of this analysis that will examine the costs and benefits of moving Tier 2 and Tier 3 sites into the Tier 1 level of readiness.

What the numbers show

Tier 1 Sites

The analysis found that there are only nine sites in the UGB that are both 25 net acres or larger and can be developed within 180 days. Washington County has five of these sites, followed by three in Multnomah County and one in Clackamas County.⁷ The number of very large sites is even more limited. There is only one 50-acre and one 100-acre site in Tier 1.

Beyond shovel-ready availability, there are a handful of economic factors that drive the suitability of industrial sites for immediate development. A closer look at the nine Tier 1 sites reveals that the number of sites attractive to a broad range of potential traded-sector cluster companies is even smaller. Of the nine sites, two are for lease only, which is typically less desirable to potential users who, anticipating significant capital investments, want to own rather than lease.

It is also more difficult to secure financing for a land lease versus a fee-simple ownership project.

Another Tier 1 site is of an irregular shape and would require an unusual development footprint, possibly increasing costs and precluding market-accepted building design.

One last factor is, of course, price. One site is currently for sale at a price that is much higher than industrial development could support and it is unclear when, if ever, the current owner will align the asking price with current industrial market pricing.

The net result is only five Tier 1 sites that can meet the business retention, expansion or recruitment criteria for a broad range of potential users.

Figure 1: Distribution of sites by acreage

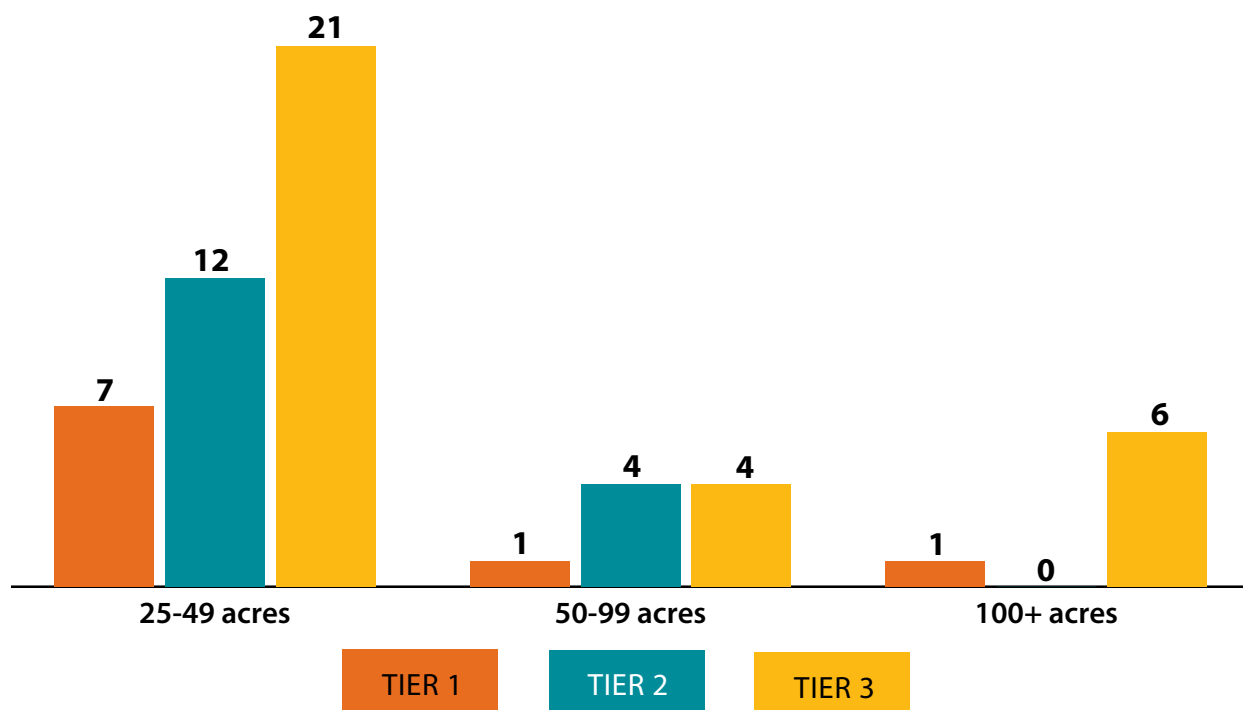


Figure 2: Tier 1 sites that meet development criteria

TIER 1 SITES	9
Lease only	-2
Irregular shape	-1
Above market price	-1
TOTAL SITES	5

⁷ This analysis only included the area within the Metro UGB, or adjacent urban reserves. It did not examine industrial sites outside the Metro boundary.

It is important to recognize that, for site selectors, these requirements are the absolute minimum requirements for a location to even be considered. Meeting these requirements is like reaching first base in a baseball game: all significant, potential employers require much more than simply meeting the minimum threshold. To make it all the way home, many factors must fit for the transaction ultimately to work and result in hiring.

The smaller the inventory of sites that meet even the minimum requirements, the less the region's odds are of successfully making it to first base, let alone hitting a home run and successfully recruiting the employer. Given the region's lagging wages and incomes, it should be our goal to increase our opportunities for success by ensuring that we have a variety of development ready sites.

“No one wants to go to their company president with only one possible site.”

Peter Bragdon, senior vice president of legal and corporate affairs for Columbia Sportswear, in reference to his experience with site selection.

Tier 2 and 3 sites

The analysis found 16 Tier 2 sites (seven to 30 months from shovel ready) and 31 potential Tier 3 sites (more than 30 months to shovel ready) within the UGB and selected urban reserves. The bulk of these sites are in either Washington or Multnomah counties. Here again, the number of larger sites is very constrained. Tier 2 has no 100-plus acre sites, and only four 50-plus acre sites. Tier 3 has only four potential 50-plus acre and six potential 100-plus acre sites.

The few large sites in Tier 2 and 3 face significant challenges to becoming ready, including the need to complete brownfield clean up, build infrastructure such as roads and sewers, remediate wetlands and assemble parcels currently under multiple separate ownerships.

Ten of the potential Tier 3 sites would require aggregation of parcels in separate ownership, and ownership ranges from two owners up to 17 owners, depending on the site. The more owners involved, the more complex and lengthy the development process would be. Twenty of the sites in Tiers 2 and 3 will require some kind of state, regional or local action such as concept planning, annexation or UGB expansion to become development ready.

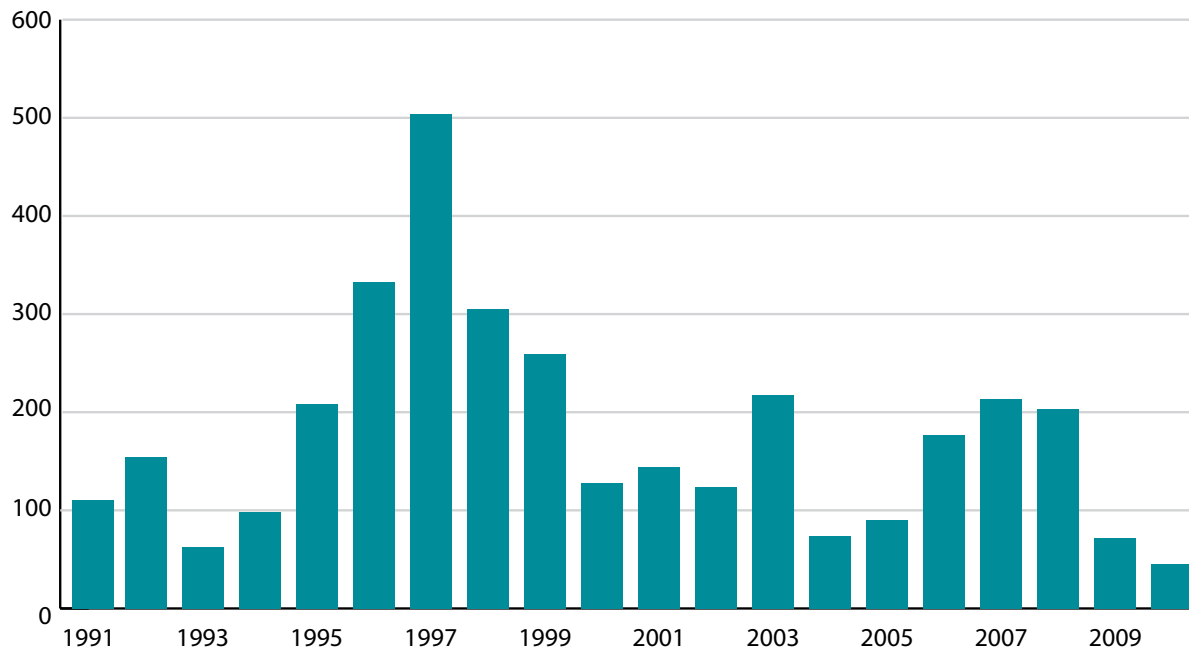
All of these steps can be challenged through the land-use process. Thirty-one of the Tier 2 and 3 sites face multiple challenges. The table to the right shows the variety of challenges faced by sites in the pipeline.

Figure 3: Tier 2 and 3 potential development constraints

	TOTAL
Legislative Actions	20
Infrastructure	19
Transportation	18
Not willing to transact	18
Land Assembly	14
National Resources	13
Brownfield/Cleanup	8

The largest sites face tremendous challenges and limitations. One is West Hayden Island, which has extensive environmental limitations associated with future marine terminal development and will require annexation into the city of Portland. Three sites are outside the current urban growth boundary and one is limited to aviation-oriented, lease-only development. In sum, there are very few of the largest sites currently available and the supply of future large sites is equally or even more constrained.

Figure 4: Estimated industrial land consumption in acres, 1991-2010



Demand for land

Being market ready is critical as industrial land development is very cyclical. According to an analysis by Business Oregon and NAIOP, the majority of the demand for industrial lands comes in short bursts. Fifty percent of all industrial land acres developed in the study area over the past 20 years came during two three-year peak periods of development (1996-1998) and (2006-2008).⁸ If the region does not have developable sites ready to go when the

growth cycle hits, it will miss the opportunity for significant job and income expansion for a decade or more. How our region grows jobs and improves wages and incomes depends on getting these sites ready for employers. The goal of this inventory study is to move conversations forward so our region can better coordinate, recruit and grow the number of traded-sector employers and grow jobs.

⁸ 2011 Industrial Lands Policy Paper: Large Lot Supply & Demand, Business Oregon (Source: Costar, NAIOP). Analysis of industrial construction square footage reported in Costar for all parcel sizes converted to acreage assuming an average 30 percent coverage ratio.

Land-banked parcels

The analysis excluded land-banked parcels (owned and held for future expansion by existing firms) and sites with structures comprising more than 25 percent of the land area for redevelopment. While land-banked parcels may become available for recruitment in the future, there is currently no way to judge if or when this might occur. Redevelopment of occupied parcels may be possible but is generally not broadly attractive to targeted cluster industry companies due to uncertain timing and costs that can greatly exceed market rates for industrial land in other parts of the country or world. Additional analysis of redevelopment costs and opportunities was outside the scope of this analysis.

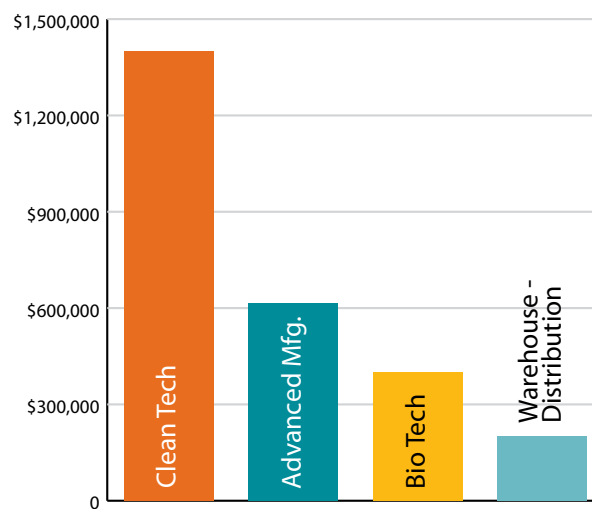
Conclusions

The industrial land inventory analysis confirms that Portland-metro's market-ready supply of large-lot industrial lands for targeted traded-sector employer expansion and recruitment is limited, particularly for potential developments that require 50 acres or more.

The sites that are available are concentrated in the Columbia Corridor of Multnomah County and around Hillsboro in Washington County, limiting the potential to more broadly distribute job opportunities within the Portland-metro area.

While this analysis has identified the available sites and, at a high level, outlined the challenges that exist to bringing Tier 2 or 3 sites to shovel-ready status, the timeframes in the analysis assume that the jurisdictions, property owners, land-use regulatory bodies and potential interveners are all working in support of the potential employer and the site's development.

Figure 5: Economic impact per acre



Source: 2011 Industrial Lands Policy Paper: Large Lot Supply & Demand, Business Oregon

The tier designations assume the “best case” and do not reflect issues that could significantly delay development such as unidentified wetlands or brownfields, opposition from interest groups, or requests from local jurisdictions for additional planning or design reviews. Any one of these factors could dramatically extend the timeframe for these sites to become market ready.

“Our dwindling inventory of available industrial lands is making it difficult to respond to companies interested in expanding their operations into Oregon. We need to find strategies to make potential sites shovel ready so we can compete, not just for recruitment, but for expansion and retention of the great companies we already have.”

Tim McCabe, Director, Business Oregon

Future analysis, known as Phase 2 of this study, will look at the costs and benefits of getting these sites ready and what the potential impact of successful recruitments or expansions could be in terms of jobs, incomes and taxes generated and improving the Portland-metro region's quality of life.

Partners



About the Value of Jobs Coalition

The Value of Jobs Coalition is based on the premise that in order to have a prosperous, healthy Portland region with a good quality of life, we need more private-sector jobs. The coalition began with an economic study in the fall of 2010, which uncovered troubling economic data about the Portland-metro region. A number of other studies have followed that highlight the region's economic opportunities and challenges. Find out more at:

www.valueofjobs.com.



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LAND AVAILABILITY | LIMITED OPTIONS

Phase 2: Identifying challenges and removing the barriers for future employers

OVERVIEW

This report is a companion to the *Land Availability - Limited Options: An analysis of industrial land ready for future employers* released in spring 2012. The earlier report examined the inventory of development ready, large-lot industrial land in the Portland-metro region and identified potential sites that are not currently ready for development.

The second phase of the project analyzes the challenges in both time and money in preparing those sites for development and the potential for both job creation and added local and state revenue. The 12 sites selected for the analysis have the size, location, ownership, potential industrial use and types of barriers representative of the 47 sites in the region identified in the initial report as potentially developable in the future.

For each site the analysis prepared conceptual development plans, determined on and off site improvement costs, utility service requirements and job creation potential and tax benefits. The analysis also looked at the time required to accomplish all the necessary permitting, planning and government actions necessary to make the site construction ready. Finally, the analysis estimated the level of difficulty in aggregating sites with fractured ownership into one development ready parcel. A detailed report including maps and other data can be found on the Value of Jobs website.

FINDINGS

Most of the 12 sites examined have at least one major barrier to development ready status which is significant enough to discourage business growth. A lack of water, sewer, storm water and transportation facilities are the most common issues for these sites. Roughly 40 percent of the cost of preparing sites for development is related to these “off-site” challenges – the public and private utility and transportation systems needed to serve the development site. Transportation is the most expensive and also accounts for most of the time required to prepare a site, up to 30 months in some cases.

Figure 1 shows the range of challenges facing the sites studied and also highlights the fact that many sites face multiple challenges.

Figure 1: Tier 2 and tier 3 development constraints

Environmental/ Natural Resource Issues	Infrastructure Issues	Land Use Issues
Wetland Fill: 7 sites	Transportation: 9 sites	Aggregation: 6 sites
Slope Mitigation: 4 sites	Sewer: 7 sites	Annexation: 6 sites
Environmental Clean-up: 2 sites	Storm: 6 sites	Outside UGB: 1 site
Floodplain Fill: 1 site	Water: 4 sites	Marine Dock: 1 site

* Some sites may have multiple constraints

The analysis found that most of the sites will not attract an employer in the foreseeable future unless the critical infrastructure deficiencies are addressed.

Sites in the study also face “on-site” constraints such as wetlands, floodplain, slope and brownfields challenges. While not all sites faced these challenges, they represent a significant cost and time delay for those sites where they do occur. Wetlands issues are a significant constraint for some sites due to the expense, uncertainty and very long time frames involved in the wetlands mitigation permitting process.

Like wetlands, brownfields are not an issue for all sites, but where they do exist, typically on previously used industrial sites, they are a significant barrier to development. One site in the study has brownfield cleanup costs of \$3.6 million or eight percent of total site preparation costs.

Risk is a significant deterrent to private-sector participation in site preparation. Raw sites often pose many significant unknowns such as:

- Cost and time needed to address wetlands, brownfields and floodplain issues;
- Uncertainties related to local and state permitting;
- Availability of resources and the lead time needed to build roads, sewer, water and other utilities.

The larger the unknowns, the greater the risk. The greater the risk, the higher the premium the developer must charge to offset those risks.

The study found that nearly a third of all site development costs are related to time and risk factors. Strategies that reduce uncertainty and shorten permitting timelines can significantly reduce project costs and encourage private-sector investment.

Lastly, many of the future development sites are in multiple ownerships. This is particularly true of the very large 50 to 100 acre sites. One significant finding of the study is that assembling these ownerships into a development ready single ownership is a major hurdle. Half of the sites studied require assembly and some have very fractured ownership with between eight and 17 parties involved. It is impossible to estimate the time and risk involved in assembling sites but the more owners there are the more difficult assembly becomes.

ECONOMIC BENEFITS

As shown in Figure 2, if successfully developed at the scale modeled in this study, the 12 sites analyzed have the potential to create an estimated 10,800 direct jobs on the developed site with average annual wages of \$92,000. When the impacts of off-site jobs such as suppliers, contractors and professional services are added these sites could generate as much as \$3 billion in annual payroll at just over \$58,000 per job.

On-site jobs and payroll have the capacity to generate \$522 million in state income tax over the first 20 years of the sites’ development and use. When on- and off-site economic impacts are considered, the state of Oregon could potentially gain roughly \$1.5 billion in new income tax revenue over 20 years if all 12 sites were fully developed.

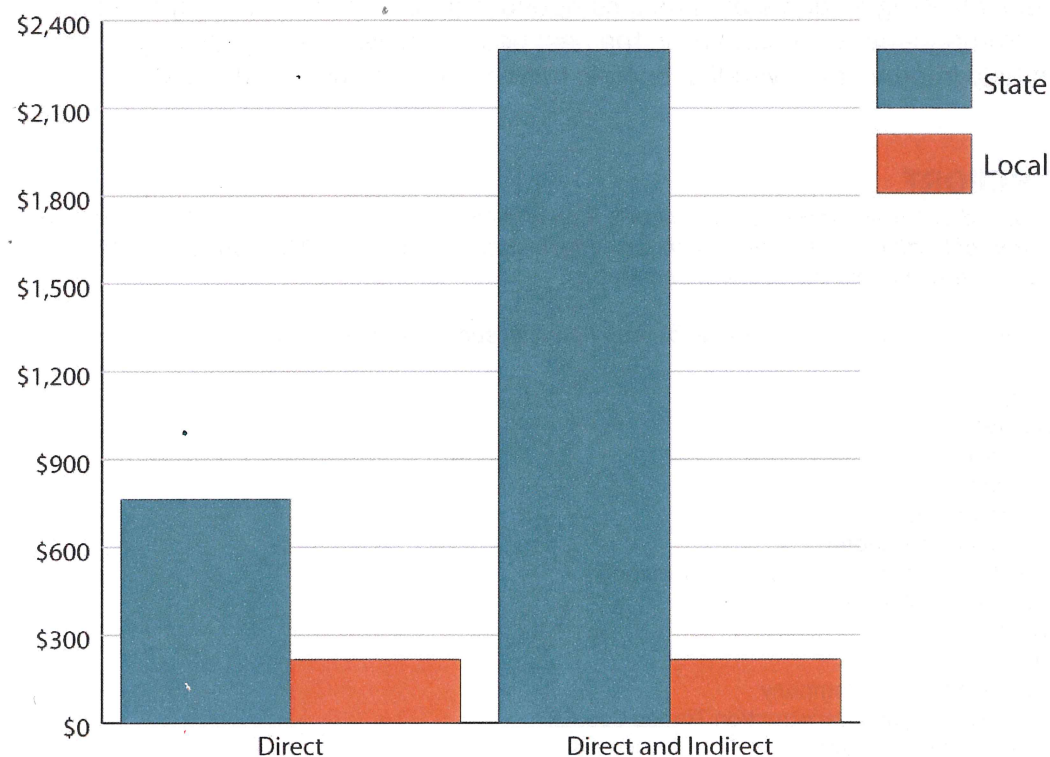
Figure 2: Potential economic benefit, all case study sites

Total Direct Jobs	12,500
Average Annual Wage	\$97,000
Total Property Taxes over 20 years	\$217 million
Total State Income Taxes over 20 years (direct jobs only)	\$764 million
Total State Income Taxes over 20 years (direct and indirect)	\$2.3 billion

Local jurisdictions also see benefits in terms of new tax revenues, although on a smaller scale. These 12 sites have the combined potential to produce \$177 million in local property tax revenues over the first 20 years. As development occurs, property tax generation could average \$8.8 million annually for the 12 sites.¹

The potential benefit to state and local jurisdictions is quite large if these sites successfully develop. The benefits in most cases exceed the cost to finance infrastructure improvements needed to make the sites development ready, particularly when both direct and indirect economic impacts are considered. This is particularly true for the state as its investment in infrastructure is typically close to zero.

Figure 3: State and local tax benefits from successful development of all phase 2 study sites over 20 years (millions)



¹ Does not include personal property tax (equipment). Estimating the personal property associated with each development was beyond the scope of the project, however, including it would not change the overall result that the state realizes the more significant tax revenue benefit from successful development.

CONCLUSIONS

Competition for locating regionally significant traded-sector industrial firms is growing. The Portland-metro region is no longer competing just with other U.S. regions to attract these high-paying jobs but is increasingly vying with metro areas around the world for these coveted investments. The more limited the region's supply of development ready large industrial sites, the more likely it is that Portland-metro will miss opportunities to successfully attract these highly desirable firms. The tools traditionally available to create and prepare large sites for development are more limited than ever.

The Portland-metro region faces significant challenges in making potential sites development ready. Development generally occurs on the least-challenged sites first. As each site within the urban growth boundary develops, the next site will be more challenged by issues such as wetlands, brownfields, floodplain or water, sewer and transportation deficiencies.

Reducing risk by accelerating the permitting timeline or making the process more predictable will reduce development costs and increase the opportunity for private-sector, capital investments.

Finally, the relative tax benefits of successful industrial development suggest that an exploration of how the state might better assist local site preparation efforts could produce significant improvements.

The findings here are meant to be the beginning of a dialogue on creating effective tolls and policies for ensuring the region and state has a competitive supply of market-ready industrial sites and to put Portland-metro's economy in the best position to win the high-paying traded sector jobs that help improve the overall economic health of the region and the state.

ABOUT THIS REPORT

The report was produced by Group Mackenzie, Johnson & Reid and Ash Creek in partnership with the Portland Business Alliance, Port of Portland, Business Oregon (an Oregon state agency), NAIOP Oregon Chapter (a commercial real estate development association) and Metro.

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City of Wilsonville
Three Oaks Development Company
Oregon State Building and Construction Trades Council
NECA Oregon-Columbia Chapter
Howard S. Wright Construction
Hoffman Construction
P&C Construction

INDUSTRIAL SITE READINESS

Concepts for 2013 Legislation

The need:

- Large industrial employers are often seeking sites on quick timelines tied to their manufacturing cycles and are unwilling to commit to sites with significant constraints or uncertainties. The availability of large market-ready industrial sites is thus a key asset for areas hoping to expand or attract traded-sector jobs.
- Yet many regions of the state lack an adequate supply of such sites. Even when sites are zoned, planned and designated for future industrial jobs, significant investments may be required to make them market ready. These investments may include due diligence and capital investments for transportation, sewer, water, brownfield cleanup, wetland mitigation and site aggregation.
- Many property owners and jurisdictions are unable to afford these investments, or are unwilling to incur significant up-front costs without some level of risk-sharing.
- A recent study on industrial land site readiness in the Portland metropolitan region underscores these points. The study was commissioned by NAIOP (the Commercial Real Estate Association), the Portland Business Alliance, the Port of Portland, Metro and Business Oregon.
- The Oregon Economic Development Association and other economic development districts echo these concerns for other regions across the state.

The opportunity:

- Potential economic benefits from successful traded-sector development (direct and indirect jobs, income and property tax revenues) are significant.
- Growth in income tax revenues would make the state's general fund the largest beneficiary from an increase in traded-sector industrial jobs. In many cases, the state's potential benefit exceeds the cost of addressing the constraints that are preventing a site from being ready for employers to use.

The solution:

State assistance to reduce the cost and risk to property owners and local jurisdictions of making large-lot industrial sites market-ready.

Concepts for 2013 legislation:

- **Due diligence grants:** Make available a limited pool of grants for eligible projects to conduct necessary investigations to better understand constraints on large industrial sites and reduce uncertainty about mitigation costs. A portion of the grant funds may also be used to assist regions in conducting a readiness assessment of large industrial sites in their area.

(over)

- **Direct site preparation assistance:** Provide forgivable loans and/or low or no interest loans to local governments and property owners to underwrite a portion of the costs of site preparation, subject to specified eligibility criteria. Loans would be forgiven based on successful traded-sector investment in the site.

Return on Investment, 10 Case Study Sites in the Portland Metropolitan Region:

	Total
Market viability gap for 10 of 12 case study sites (20 year cost at 5% annual)	\$192 M
State investment (50% of viability gap)	\$96 M
Return on investment	
• Surplus state income tax revenue over 20 years (direct jobs only)	\$622 M
• Surplus state income tax revenue (direct and indirect jobs)	\$2.1 B
• Surplus property tax	\$90 M
• Direct jobs	11,000
• Average annual wage	\$100,000+

(Source: Regional Industrial Site Readiness Report, August 2012)

*Net tax generation assumes state and local jurisdictions share the cost of needed infrastructure on a 50/50 basis.

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