Council meeting agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Thursday, March 16, 2017 **2:00 PM** **Metro Regional Center, Council chamber**

1. Call to Order and Roll Call

2. Citizen Communication

3. Consent Agenda

3.1 Consideration of the Council Meeting Minutes for March 2, 2017 — 17-4783

4. Resolutions

4.1 Resolution No. 17-4775, For the Purpose of Creating the Committee on Racial Equity to Advise the Metro Council and Staff, Approving its Charter and Appointing its Founding Officers — RES 17-4775

Presenter(s): Patty Unfred, Metro
Juan Carlos Ocaña-Chíu, Metro

Attachments: Resolution No. 17-4775
Exhibit A to Resolution No. 17-4775
Staff Report

4.2 Resolution No. 17-4768, For the Purpose of Amending the FY 2016-17 Budget and Appropriations Schedule and FY 2016-17 Through 2020-21 Capital Improvement Plan to Provide for a Change in Operations — RES 17-4768

Presenter(s): Tim Collier, Metro
Lisa Houghton, Metro

Attachments: Resolution No. 17-4768
Exhibits A and B to Resolution No. 17-4768
Staff Report
Attachments 1-4 to Staff Report

4.3 Resolution No. 17-4780, For the Purpose of Amending the Oregon Zoo Bond Implementation Plan and to Allocate Program Reserves — RES 17-4780

Presenter(s): Don Moore, Oregon Zoo
Heidi Rahn, Oregon Zoo

Attachments: Resolution No. 17-4780
Staff Report

5. Ordinances (First Reading and Public Hearing)

5.1 Ordinance No. 17-1395, For the Purpose of Adopting Solid Waste Charges and User Fees for FY 2017-18 — ORD 17-1395

Presenter(s): Tim Collier, Metro

Attachments: Ordinance No. 17-1395
Exhibit A to Ordinance No. 17-1395
Staff Report
Attachment 1 to Staff Report

5.1.1 Public Hearing for Ordinance No. 17-1395

5.2 Ordinance No. 17-1397, For the Purpose of Addressing State Rule Requirements Regarding the Amount of Urban Reserves and the Balance of Urban and Rural Reserves in the Metro Region — ORD 17-1397

Presenter(s): Roger Alred, Metro

Attachments: Ordinance No. 17-1397
Exhibit A to Ordinance No. 17-1397

5.2.1 Public Hearing for Ordinance 17-1397

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

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បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ: សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda Item No. 3.1

Consideration of the Council Meeting Minutes from March 2, 2017

Minutes

Metro Council Meeting
Thursday, March 16, 2017
Metro Regional Center, Council Chamber

Agenda Item No. 4.1

Resolution No. 17-4775, For the Purpose of Creating the Committee on Racial Equity to Advise the Metro Council and Staff, Approving its Charter and Appointing its Founding Officers

Resolutions

Metro Council Meeting
Thursday, March 16, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING THE COMMITTEE ON RACIAL EQUITY TO ADVISE THE METRO COUNCIL AND STAFF, APPROVING ITS CHARTER AND APPOINTING ITS FOUNDING OFFICERS	)))))	RESOLUTION NO. 17-4775 Introduced by Council President Tom Hughes

WHEREAS, in 2010 the Metro Council adopted Equity as one of the six desired regional outcomes; and

WHEREAS, on June 23, 2016, the Metro Council approved the Strategic Plan to Advance Racial Equity, Diversity and Inclusion ("Strategic Plan"); and

WHEREAS, the creation of the Strategic Plan relied on the input and advice from the Equity Strategy Advisory Committee members; and

WHEREAS, the Equity Strategy Advisory Committee was appointed by the Metro Chief Operating Officer and was dissolved after the completion of the Strategic Plan, as per its charter; and

WHEREAS, a large number of community members who provided input for the creation of the Strategic Plan requested the establishment of a new advisory committee to oversee the implementation of the Strategic Plan; and

WHEREAS, for the reason stated above, the creation of a new "Metro Council-appointed body to provide community oversight on the implementation of the Strategic Plan" was included as an action item to be completed during the first year following approval of the Strategic Plan; and

WHEREAS, the charter for the proposed Committee on Racial Equity ("CORE") has been extensively vetted and is in a form that all Metro Council believes is ready for Metro Council adoption and support; and

WHEREAS, the CORE charter calls for the appointment of two Co-Chairs for the Committee concurrently with the Metro Council consideration of the charter; and

WHEREAS, two outstanding community leaders with the knowledge, experience and skills to lead the proposed CORE have agreed to serve as its founding Co-Chairs; and

WHEREAS, it is important to highlight Metro's commitment to using a racial equity approach to dismantle the institutional barriers that keep some communities from achieving equitable outcomes; and

WHEREAS, it is important to highlight Metro's commitment to upholding its values of Respect, Teamwork, and Public service to all residents of the region and staff, regardless of race, gender, sexual orientation, gender expression, ability, creed, nationality, place of birth and immigrant and refugee status; now therefore,

BE IT RESOLVED that the Metro Council establishes the Committee on Racial Equity, effective immediately; and

BE IT FURTHER RESOLVED that the Metro Council approves the CORE charter in the form attached as Exhibit A; and

BE IT FURTHER RESOLVED that the Metro Council confirms the appointments of Maria Caballero-Rubio and Sharon Gary-Smith as Co-Chairs of the CORE for a term of one year commencing with the Committee's kick-off meeting; and

BE IT FURTHER RESOLVED that the Metro Council directs staff to start recruiting for the remaining members of the CORE and to provide the committee with the support that it needs to be successful.

ADOPTED by the Metro Council this 16th day of March, 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Committee on Racial Equity
Charter, Purpose and Operating Principles

Section I. Charter and authority

A. Purpose

The purpose of the Committee on Racial Equity (CORE) is to provide input and support to Metro Council and staff in advancing racial equity to fulfill the purpose of good government, which is to serve all people effectively and create greater opportunities for people of color to thrive in the region.

The CORE will achieve this purpose by:

- Providing input and advising on direction to Metro Council and staff for the successful implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion (Strategic Plan).
- Providing community oversight and opportunities for Metro to increase its accountability to the community in the implementation of the Strategic Plan.
- Providing an independent perspective to assess Metro's progress in implementing the Strategic Plan.
- Assisting Metro Council and staff in communicating the agency's progress in implementing the Strategic Plan.
- Assisting Metro staff in the creation and implementation of the Strategic Plan evaluation.
- Providing input, feedback and ideas to Metro Council and staff at times when significant changes to the Strategic Plan are contemplated or required.
- Making recommendations to, and communicating with, Metro Council about the subjects indicated above.

B. Formation

The Metro Council shall approve the formation of the Committee on Racial Equity .

C. Scope and authority

The scope and authority of the CORE is to convene periodically to support the implementation of Metro's Strategic Plan, provide constructive comments and input to Metro Council and staff, assist staff in evaluation of the Strategic Plan, and provide community oversight and accountability.

The CORE shall deliver input and advice to the Metro Council primarily through the Council members who will serve as non-voting members of the committee, and through presentations at Metro Council work sessions or meetings, as needed.

The CORE shall deliver input and advice to the Metro Chief Operating Officer, Senior Leadership Team members, Diversity, Equity and Inclusion Program staff and other Metro staff implementing the Strategic Plan in several ways:

- At the CORE meetings

- Through additional communications with the Metro staff identified above.

Throughout all of its activities, the CORE members will strive to provide oversight on the implementation of Metro's Strategic Plan in order to increase transparency and accountability to local communities, especially to people of color and other historically marginalized groups. Metro staff will work proactively with CORE members to support the community oversight and accountability function of this body.

The CORE will foster positive communication outside of the committee regarding Metro's progress and outcomes in the Strategic Plan implementation, suggest other resources and approaches to implementation and evaluation, and act as a resource to the program team.

D. Period of time necessary for the CORE to carry out its purpose

The CORE shall work indefinitely, without a deadline to complete its charter.

E. Membership

This volunteer committee shall be comprised of up to 15 members, and two (2) non-voting Metro Council liaisons to the committee, to be appointed by the Metro Council President and confirmed by a vote of the entire Metro Council.

The primary criteria for selection of CORE members are:

- Demonstrated connections to local historically marginalized communities

- Demonstrated ability to communicate Metro's work to advance racial equity to the communities with whom they have connections, and to bring feedback from those communities back to Metro

- Ability to provide insights and advice to Metro in the implementation of its Strategic Plan work

- Ability to contribute to the evaluation of Metro's Strategic Plan.

Members will also be selected to balance the representation of all districts in the Metro region.

Members serve on the advisory committee as individuals, not as representatives of their respective agency, organization or company.

Terms

The CORE members will be appointed to a two-year term. They will be eligible to be reappointed to a second term but may not serve any additional terms on the CORE.

F. Co-Chairs

The CORE shall have two Co-Chairs, who shall preside over meetings of the CORE. When the CORE is not in session, the Co-Chairs' duties include acting as its representatives and spokespersons. The Metro Council President shall designate two individuals to serve as the initial Co-Chairs of the CORE for the first year of the committee's existence.

At the first regular meeting after the one-year anniversary of the creation of the CORE, its regular members will elect Co-Chairs by a vote. The Co-Chairs shall serve for a one-year term and can be reelected as many times as possible while they are members of the CORE.

G. Expected work results

The CORE shall provide written and oral reports to Metro Council on the following items:

- Implementation of Metro-wide Strategic Plan goals, objectives and action items
- Successes, challenges and adjustments in the implementation of the Strategic Plan and department- and venue-specific action plans
- Development and implementation of evaluation measures for the Strategic Plan at the goal, objective and action item levels.

The CORE shall make at least one annual presentation on the results of the committee's work to the Metro Council. This presentation will take place during a Metro Council work session scheduled toward the end of each calendar year.

H. Metro responsibilities for providing necessary support

Metro will provide managerial and support staff as well as the facilities, supplies, and external consultants (as needed) to support the successful completion of activities of the CORE.

Metro intends to provide a monthly stipend to CORE members in recognition of their expertise, services to and participation on the committee. This stipend will be aligned with future agency-wide guidelines for offering stipends to volunteers, which are under development. The CORE members will have the option of declining the stipend.

Metro will also pay reasonable costs associated with accommodations for people when such costs are directly associated with the conduct of the CORE meetings and related activities. Examples of accommodations include access to the meetings for people with disabilities, and translation and interpretation services.

Section II. Operating principles

In order to effectively conduct its work, the CORE agrees to the following operating principles to guide its meetings and decision making processes as follows:

A. Productive communication

- We will work to make CORE meetings and other business a safe space for members and other participants to speak their truth from their lived experiences.
- We value communications that allow for differences in perspectives.
- We acknowledge the power differential among members and will work to minimize it while conducting the work of the CORE.
- We assume committee members come with the best of intentions.
- We promote an openness that supports us in communicating our feelings.
- We make the commitment to stay engaged in the work of the CORE.
- We expect to experience discomfort as the results of discussing challenging issues related to race and other forms of oppression.
- We respect each other by focusing on issues and ideas, not individuals.
- We listen for understanding.
- We allow ourselves to take risks when participating in the CORE.

B. Collaboration

We all benefit from a collaborative working relationship between CORE members, program manager, Metro staff, and other individuals associated with the committee.

C. Role of the program manager and support staff

- The equity strategy program manager shares input and facilitates check-ins as needed with Metro Council members, especially in regard to the development of any recommendations from the CORE.
- Metro staff keeps momentum going and helps advance the discussion by developing materials and content for CORE consideration.
- Metro staff provides outside resources that can inform the work of CORE members.
- Metro staff synthesizes discussions, tracks progress, and determines next steps and points of action needed.

D. Decision-making process

- We support an open, transparent and inclusive decision-making process.
- The Committee on Racial Equity will strive to reach decisions through consensus.
- Consensus means that all parties can live with a recommendation, though they may not agree with it in its entirety.
- If consensus is not achievable in a specific decision, the CORE members will reach decisions by simple majority voting.
- When decisions are made by the CORE, Metro staff captures the discussion, synthesizes the comments, and sends all notes and materials back to the committee in a timely manner.

E. Meeting logistics

Attendance

We assume that since committee members agreed to serve on the Committee on Racial Equity, they understand the importance of regular attendance in order to be heard and have their opinion factored into the process and decisions. The CORE members will be allowed a maximum of three excused absences or two unexcused absences in a calendar year.

Multiple options for committee participation

While it is preferred that committee members attend in person, members will have the following options for participation (determined in advance of meetings, allowing Metro staff time to accommodate meeting needs):

- Conference calls
- Video conferencing
- Meeting at other locations beyond Metro to accommodate committee members in other parts of the region.

F. Date of Charter, Purpose and Operating Principles

The charter, purpose and operating principles of the Committee on Racial Equity were formally approved by the Metro Council on March 16, 2017.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17-4775, FOR THE PURPOSE OF CREATING THE COMMITTEE ON RACIAL EQUITY TO ADVISE THE METRO COUNCIL AND STAFF, APPROVING ITS CHARTER AND APPOINTING ITS FOUNDING OFFICERS

Date: February 23, 2017

Prepared by: Juan Carlos Ocaña-Chíu,
Equity Strategy Program Manager,
x 1774

BACKGROUND

In July 2013, Martha Bennett, Metro Chief Operating Officer, appointed the Equity Strategy Advisory Committee ("ESAC") to provide input and support for the creation of Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion ("Strategic Plan"). ESAC members were community leaders who have an interest and experience in equity. They were a diverse group of individuals in terms of race, gender, age, geographic representation, background and interests. The ESAC charter required the committee to be dissolved upon the completion of the Strategic Plan, which took place in June, 2016.

During the creation of the Strategic Plan, Metro staff conducted an extensive process of community engagement and reached out to a significant number of people, especially from historically marginalized communities (primarily people of color and youth). One frequent request from members of those communities, and from ESAC members, was to ensure that the community was able to provide oversight and advice on the implementation of the Strategic Plan through the creation of a Metro Council-appointed committee. This item was included in the first-year action items in the Strategic Plan.

Metro staff from the Diversity, Equity and Inclusion (DEI) Program have been working on the creation of this new, Metro Council-appointed body. The process has included identifying a name for this proposed body: the Committee on Racial Equity (CORE), creating a proposal, obtaining feedback on the CORE proposal from emerging leaders of color and former ESAC members, creating the charter for CORE, and vetting it with Councilors and the appropriate staff.

DEI Program staff have incorporated recommendations from the Metro Council to enhance the Committee and the process. Two of those suggestions include (1) bringing the CORE charter up for a vote by the Metro Council in order to elevate the importance of racial equity, diversity and inclusion for the agency, and (2) appointing the founding officers of the CORE in conjunction with the approval of the Committee charter. The remaining members will be recruited through a process open to any resident of the region, which will begin shortly after Metro Council's approval of this Resolution No 17-4775. Staff anticipates that the roster of remaining CORE members will be presented to the Metro Council for approval in May, 2017.

ANALYSIS/INFORMATION

1. **Known Opposition** No known opposition to the creation of the CORE, approval of its charter and appointment of its founding officers has been identified to date.

2. **Legal Antecedents** Metro Code, Section 2.19 authorizes the Metro Council to establish advisory committees and codifies the process to create them. The creation of the CORE follows Metro Code's stipulations.

3. **Anticipated Effects** If Metro Council approves Resolution No. 17-4775, the mechanism to provide community advice, oversight and greater accountability on the implementation of the Strategic Plan will be in place. This will result in better results and greater transparency and community support for the implementation of Metro's racial equity, diversity and inclusion work.

4. **Budget Impacts** The anticipated cost of materials and services for having a CORE is $20,000 per fiscal year. This cost is included in the current DEI Program budget. There are no additional staff costs associated with the creation and functioning of the CORE.

RECOMMENDED ACTION

Staff recommends that the Metro Council approve this Resolution No. 17-4775.

Agenda Item No. 4.2

Resolution No. 17-4768, For the Purpose of Amending the FY 2016-17 Budget and Appropriations Schedule and FY 2016-17 Through 2020-21 Capital Improvement Plan to Provide for a Change in Operations

Resolutions

Metro Council Meeting
Thursday, March 16, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY 2016-17 BUDGET AND APPROPRIATIONS SCHEDULE AND FY 2016-17 THROUGH FY 2020-21 CAPITAL IMPROVEMENT PLAN TO PROVIDE FOR A CHANGE IN OPERATIONS	)))))	RESOLUTION NO 17-4768 Introduced by Martha Bennett, Chief Operating Officer, with the concurrence of Council President Tom Hughes

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2016-17 Budget; and

WHEREAS, Metro Code chapter 2.02.040 requires Metro Council approval to add any new position to the budget; and

WHEREAS, the need for the increase of appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; and

WHEREAS, ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriations, if such transfers are authorized by official resolution or ordinance of the governing body, and

WHEREAS, ORS 294.463(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the transfer, and

WHEREAS, ORS 294.338(3) allows the recognition of insurance reimbursement revenues in the year an unforeseen loss occurs when authorized by an official resolution or ordinance of the governing body stating the need for the recognition, and

WHEREAS, ORS 294.466(3) allows for the recognition and appropriation of fees in the year they are received provided they are passed through to another municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the recognition, now, therefore

BE IT RESOLVED,

1. That the FY 2016-17 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Resolution for the purpose of recognizing new donations, reimbursements and fees, approving new FTE, and transferring funds from contingency to provide for increased appropriations.

2. That the FY 2016-17 through FY 2020-21 Capital Improvement Plan is hereby amended accordingly.

ADOPTED by the Metro Council this 16th day of March, 2017.

Tom Hughes, Council President

APPROVED AS TO FORM:

Alison Kean, Metro Attorney

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	Community Enhancement Fund			
Community Enhancement Fund				
Revenues				
	Total Beginning Fund Balance	**1,377,259**	**-**	**1,377,259**
	Current Revenue			
432500	Rehabilitation and Enhance Fee	276,680	-	276,680
433500	Host Fees	854,528	20,000	874,528
470000	Interest on Investments	13,773	-	13,773
	Total Current Revenue	**1,144,981**	**20,000**	**1,164,981**
TOTAL RESOURCES		**$2,522,240**	**$20,000**	**$2,542,240**
Expenditures				
	Materials and Services			
520100	Office Supplies	1,400	-	1,400
520120	Meetings Expenditures	500	-	500
528000	Other Purchased Services	23,000	-	23,000
530000	Payments to Other Agencies	764,528	20,000	784,528
544500	Grants and Loans	626,680	-	626,680
545000	Travel	500	-	500
545500	Staff Development	1,000	-	1,000
	Total Materials and Services	**1,417,608**	**20,000**	**1,437,608**
	Total Interfund Transfers	**868,310**	**-**	**868,310**
	Total Contingency	**151,061**	**-**	**151,061**
	Total Unappropriated Fund Balance	**85,261**	**-**	**85,261**
TOTAL REQUIREMENTS		**$2,522,240**	**$20,000**	**$2,542,240**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	General Asset Management Fund			
General Asset Management Fund				
Revenues				
	Total Beginning Fund Balance	**10,861,601**	**-**	**10,861,601**
	Total Current Revenue	**290,902**	**-**	**290,902**
	Interfund Transfers			
496900	Internal Loan Proceeds	2,000,000	-	2,000,000
497000	Transfer of Resources	2,974,605	-	2,974,605
498000	Transfer for Direct Costs	1,779,000	45,000	1,824,000
	Total Interfund Transfers	**6,753,605**	**45,000**	**6,798,605**
TOTAL RESOURCES		**$17,906,108**	**$45,000**	**$17,951,108**
Expenditures				
	Total Personnel Services	**342,302**	**-**	**342,302**
	Total Materials and Services	**2,328,520**	**-**	**2,328,520**
	Capital Outlay			
571000	Improve-Other than Bldg	998,376	45,000	1,043,376
572000	Buildings and Related	2,597,053	-	2,597,053
574000	Equipment and Vehicles	102,146	-	102,146
574500	Vehicles	336,747	-	336,747
575000	Office Furn and Equip	813,192	-	813,192
579000	Intangible Assets	459,484	-	459,484
	Total Capital Outlay	**5,306,998**	**45,000**	**5,351,998**
	Total Interfund Transfers	**214,625**	**-**	**214,625**
	Total Contingency	**9,713,663**	**-**	**9,713,663**
	Total Unappropriated Fund Balance	**-**	**-**	**-**
TOTAL REQUIREMENTS		**$17,906,108**	**$45,000**	**$17,951,108**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	General Fund - Council Office			
ACCT	**DESCRIPTION**	**Amount**	**REVISION**	**Amount**
General Fund - Council Office				
	Total Personnel Services	**3,917,766**	**-**	**3,917,766**
	Materials and Services			
520100	Office Supplies	73,181	-	73,181
520500	Operating Supplies	923	10,000	10,923
521000	Subscriptions and Dues	2,430	-	2,430
524000	Contracted Professional Svcs	912,145	(300,000)	612,145
524070	Contracted Prof Svcs - Management, Consulting and Communication Services		-	
524600	Sponsorship Expenditures	23,000	-	23,000
525100	Utility Services	1,816	-	1,816
526000	Maintenance and Repair Services	1,068	-	1,068
526500	Rentals	961	-	961
528000	Other Purchased Services	20,292	-	20,292
545000	Travel	56,948	-	56,948
545500	Staff Development	48,418	-	48,418
547000	Council Costs	26,166	-	26,166
549000	Miscellaneous Expenditures	7,220	-	7,220
	Total Materials and Services	**1,174,568**	**(290,000)**	**884,568**
TOTAL REQUIREMENTS		**$5,092,334**	**($290,000)**	**$4,802,334**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	General Fund - Finance and Regulatory Services			
General Fund - Finance and Regulatory Services				
	Total Personnel Services	**4,117,209**	**-**	**4,117,209**
	Materials and Services			
520100	Office Supplies	27,948	-	27,948
521000	Subscriptions and Dues	13,901	-	13,901
521500	Maintenance and Repairs Supplies	724	-	724
524000	Contracted Professional Svcs	162,169	-	162,169
524070	Contracted Prof Svcs - Management, Consulting and Communication Services	150,000	-	150,000
524600	Sponsorship Expenditures	20,149	-	20,149
526000	Maintenance and Repair Services	2,458	-	2,458
528000	Other Purchased Services	108,977	-	108,977
530000	Payments to Other Agencies	364,788	108,000	472,788
545000	Travel	28,867	-	28,867
545500	Staff Development	31,304	-	31,304
549000	Miscellaneous Expenditures	4,273	-	4,273
	Total Materials and Services	**915,558**	**108,000**	**1,023,558**
TOTAL REQUIREMENTS		**$5,032,767**	**$108,000**	**$5,140,767**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	General Fund - Non-Departmental Special Appropriations			
General Fund - Non-Departmental Special Appropriations				
	Materials and Services			
521100	Membership and Professional Dues	49,200	-	49,200
524000	Contracted Professional Svcs	50,000	442,000	492,000
524010	Contracted Prof Svcs - Accounting and Auditing	152,000	-	152,000
524600	Sponsorship Expenditures	300,000	-	300,000
530000	Payments to Other Agencies	2,891,000	-	2,891,000
530500	Election Expenses	75,000	-	75,000
545100	Travel and Lodging	-	4,000	4,000
545200	Mileage, Taxi and Parking	-	2,000	2,000
545300	Meals and Entertainment	-	2,000	2,000
549010	Tri-Met Transit Pass	204,800	-	204,800
	Total Materials and Services	**3,722,000**	**450,000**	**4,172,000**
	Total Debt Service	**1,932,038**	**-**	**1,932,038**
	Total Capital Outlay	**100,000**	**-**	**100,000**
TOTAL REQUIREMENTS		**$5,754,038**	**$450,000**	**$6,204,038**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	General Fund - General Expenses			
General Fund - General Expenses				
	Interfund Transfers			
580000	Transfer for Indirect Costs	485,676	-	485,676
581000	Transfer of Resources	18,436,590	353,000	18,789,590
582000	Transfer for Direct Costs	654,000	-	654,000
	Total Interfund Transfers	**19,576,266**	**353,000**	**19,929,266**
	Contingency			
701001	Contingency - Opportunity Account	215,000	(210,000)	5,000
701002	Contingency - Operating	1,162,665	(411,000)	751,665
709000	Contingency - All Other	5,100,041	-	5,100,041
	Total Contingency	**6,477,706**	**(621,000)**	**5,856,706**
	Unappropriated Fund Balance			
801002	Unapp FB - Restricted CET	4,698,550	-	4,698,550
801003	Unapp FB - Restricted TOD	6,365,810	-	6,365,810
805100	Unapp FB - Stabilization Reserve	1,795,000	-	1,795,000
805400	Unapp FB - Reserve for Future Debt Service	1,418,886	-	1,418,886
805450	Unapp FB - PERS Reserve	3,975,814	-	3,975,814
805900	Unapp FB - Other Reserves and Designations	2,353,414	-	2,353,414
	Total Unappropriated Fund Balance	**20,607,474**	**-**	**20,607,474**
TOTAL REQUIREMENTS		**$46,661,446**	**($268,000)**	**$46,393,446**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	General Revenue Bond Fund			
Expenditures				
	Materials and Services			
524000	Contracted Professional Svcs	700,000	-	700,000
544500	Grants and Loans	72,858,000	2,500,000	75,358,000
	Total Materials and Services	**73,558,000**	**2,500,000**	**76,058,000**
	Debt Service			
563000	Revenue Bond Pmts-Principal	2,205,000	-	2,205,000
563500	Revenue Bond Payments-Interest	3,026,797	(2,500,000)	526,797
	Total Debt Service	**5,231,797**	**(2,500,000)**	**2,731,797**
	Unappropriated Fund Balance			
801000	Unapp FB - Restricted	9,500,000	-	9,500,000
805000	Unapp FB - Reserves	7,017	-	7,017
	Total Unappropriated Fund Balance	**9,507,017**	**-**	**9,507,017**
TOTAL REQUIREMENTS		**$88,296,814**	**$0**	**$88,296,814**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	MERC Fund			
MERC Fund				
Revenues				
	Total Beginning Fund Balance	**46,923,973**	**-**	**46,923,973**
	Total Current Revenue	**63,301,933**	**-**	**63,301,933**
	Interfund Transfers			
497000	Transfer of Resources	600,000	50,000	650,000
	Total Interfund Transfers	**600,000**	**50,000**	**650,000**
TOTAL RESOURCES		**$110,825,906**	**$50,000**	**$110,875,906**
Expenditures				
	Total Personnel Services	**20,310,932**	**-**	**20,310,932**
	Materials and Services			
520100	Office Supplies	48,870	-	48,870
520110	Computer Equipment	67,694	-	67,694
520120	Meetings Expenditures	45,579	-	45,579
520130	Postage	12,483	-	12,483
520140	OfficeSupply-PromoandConsult Sup	82,500	-	82,500
520500	Operating Supplies	94,450	-	94,450
520510	Operating Supplies - Small Tools, Equip	70,150	-	70,150
520520	Operating Supplies - Audio Visual	17,100	-	17,100
520530	Operating Supplies - Coat Check	2,400	-	2,400
520540	Operating Supplies - Medical and Veterinary	5,000	-	5,000
520550	Operating Supplies - Telecommunications	10,750	-	10,750
520560	Operating Supplies - Tickets	12,000	-	12,000
520570	Operating Supplies - Production	4,250	-	4,250
520571	Operating Supplies - Show and Stage	37,700	-	37,700
520580	Operating Supplies - Uniforms	55,627	-	55,627
520590	Operating Supplies - Sustainability	12,500	-	12,500
521100	Membership and Professional Dues	62,837	-	62,837
521200	Publications and Subscriptions	4,400	-	4,400
521400	Fuels and Lubricants - General	21,300	-	21,300
521500	Maintenance and Repairs Supplies	17,000	-	17,000
521510	Maintenance and Repairs Supplies - Technology	22,500	-	22,500
521520	Maintenance and Repairs Supplies - Building	84,350	-	84,350
521521	Maintenance and Repairs Supplies - HVAC	83,250	-	83,250
521522	Maintenance and Repairs Supplies - Lightbulbs and Ballasts	27,400	-	27,400
521530	Maintenance and Repairs Supplies - Custodial	134,700	-	134,700
521531	Maint and Rep Supp - Cust Paper/MandR Paper	40,000	-	40,000
521540	Maintenance and Repairs Supplies - Electrical	85,900	-	85,900
521550	Maintenance and Repairs Supplies - Grounds/Landscape	7,300	-	7,300
521560	Maintenance and Repairs Supplies - Equipment	85,510	-	85,510
521570	Maintenance and Repairs Supplies - Vehicles	1,600	-	1,600
521590	Maintenance and Repairs Supplies - Disposabe Protective Gear	2,500	-	2,500
522500	Retail	13,000	-	13,000
524000	Contracted Professional Svcs	-	50,000	50,000
524010	Contracted Prof Svcs - Accounting and Auditing	20,000	-	20,000
524020	Contracted Prof Svcs - Attorney and Legal	275,000	-	275,000
524030	Contracted Prof Svcs - Architect	400,000	-	400,000
524040	Contracted Prof Svcs - Promotion and Public Relations	72,700	-	72,700
524050	Contracted Prof Svcs - Advertising	160,200	-	160,200
524060	Contracted Prof Svcs - Information Technology Services	41,500	-	41,500
524070	Contracted Prof Svcs - Management, Consulting and Communication Services	869,060	-	869,060
524075	Contracted Prof Svcs - Recruiting Services	2,000	-	2,000
524080	Contracted Prof Svcs - Architectural and Design (non-cap)	130,000	-	130,000
524500	Marketing Expenditures	303,200	-	303,200
524510	Sales and Marketing Contract	3,600,000	-	3,600,000
524600	Sponsorship Expenditures	12,500	-	12,500

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	MERC Fund			
524700	Visitor Develop Marketing	486,118	-	486,118
525110	Utility Services - Internet	72,500	-	72,500
525120	Utility Services - Telecommunications	121,900	-	121,900
525130	Utility Services - Electricity	1,455,000	-	1,455,000
525140	Utility Services - Natural Gas	272,700	-	272,700
525150	Utility Services - Sanitation and Refuse Removal	121,300	-	121,300
525160	Utility Services - Water and Sewer	565,656	-	565,656
525500	Cleaning Services	86,000	-	86,000
526000	Maintenance and Repair Services	12,810	-	12,810
526010	Maintenance and Repair Services - Building	461,250	-	461,250
526011	Maintenance and Repair Services - Painting	100,000	-	100,000
526012	Maintenance and Repair Services - Electricity	7,600	-	7,600
526013	Maintenance and Repair Services - Elevator and Escalator	253,000	-	253,000
526014	Maintenance and Repair Services - HVAC	143,200	-	143,200
526020	Maintenance and Repair Services - Equipment	110,350	-	110,350
526030	Maintenance and Repair Services - Grounds	143,000	-	143,000
526040	Maintenance and Repair Services - Technology	116,000	-	116,000
526050	Maintenance and Repair Services - Vehicles	3,750	-	3,750
526060	Maintenance and Repair Services - Safety	60,000	-	60,000
526100	Capital Maintenance - CIP	73,300	-	73,300
526200	Capital Maintenance - Non-CIP	7,500	-	7,500
526300	Software Maintenance	162,800	-	162,800
526510	Rentals - Building	43,785	-	43,785
526520	Rentals - Equipment	72,515	-	72,515
526530	Rentals - Office Equipment	30,660	-	30,660
526540	Rentals - Vehicle	10,716	-	10,716
526550	Rentals - Production	16,250	-	16,250
526555	Rentals - Air Space	358,938	-	358,938
526560	Rentals - Parking Space	11,620	-	11,620
526580	Rentals - Audio Visual	469,000	-	469,000
527000	Insurance	7,993	-	7,993
528000	Other Purchased Services	53,000	-	53,000
528030	Other Purchased Services - Delivery, Shipping and Courier	37,475	-	37,475
528060	Other Purchased Services - EMT and Medical	6,552	-	6,552
528070	Other Purchased Services - Trade Shows	6,000	-	6,000
528080	Other Purchased Services - Agency Fees	880,000	-	880,000
528091	Other Purchased Services - City Police	35,964	-	35,964
528092	Other Purchased Services - Traffic Control	19,254	-	19,254
528093	Other Purchased Services - Piano Tuning	12,000	-	12,000
528094	Other Purchased Services - Linens	13,000	-	13,000
528095	Other Purchased Services - Physical Capacity Testing	3,075	-	3,075
528099	Other Purchased Services - Sustainability	9,900	-	9,900
528110	Other Purch Services - Reimb - Show Services	2,500	-	2,500
528120	Other Purch Services - Reimb - Security	206,303	-	206,303
528130	Other Purch Services - Reimb - Stagehand	400,000	-	400,000
528140	Other Purch Services - Reimb - Talent and Entertainment	10,000	-	10,000
528150	Other Purch Services - Reimb - Audio Visual	80,000	-	80,000
528200	Banking Services	6,850	-	6,850
528210	Credit Card Fees	588,671	-	588,671
528300	Other Purchased Services - Temporary Help Services	109,650	-	109,650
528400	Other Purchased Services - Printing and Graphics	76,200	-	76,200
528600	Other Purchased Services - Artist and Talent	412,080	-	412,080
528610	Other Purchased Services - Artist Hosp	79,375	-	79,375
528620	Other Purchased Services - Music License and Royalty	93,189	-	93,189
529101	Food and Beverage Services - Advertising and Promotion	3,400	-	3,400
529102	Food and Beverage Services - Banking Fees	535	-	535
529103	Food and Beverage Services - Credit Card Expense	93,000	-	93,000
529104	Food and Beverage Services - Postage	400	-	400
529106	Food and Beverage Services - General Insurance	394,021	-	394,021
529107	Food and Beverage Services - Cash Over/Short	5,000	-	5,000
529108	Food and Beverage Services - Rental Exp - Vehicle	2,000	-	2,000
529109	Food and Beverage Services - Services - Vehicles	1,750	-	1,750
529110	Food and Beverage Services - Freight Chargeouts	2,500	-	2,500
529111	Food and Beverage Services - Recruiting	12,200	-	12,200
529112	Food and Beverage Services - Other	19,914	-	19,914

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	MERC Fund			
529120	Food and Beverage Services - Food Cost	2,992,393	-	2,992,393
529121	Food and Beverage Services - Beverage Cost	196,352	-	196,352
529122	Food and Bev Svcs-Liquor Cost	87,450	-	87,450
529123	Food and Beverage Services - Wine Cost	134,090	-	134,090
529124	Food and Beverage Services - Beer Cost	119,990	-	119,990
529127	Food and Beverage Services - National Vendor Rebate (contra)	(249,000)	-	(249,000)
529129	Food and Beverage Services - Other	3,000	-	3,000
529130	Food and Beverage Services - Direct Salary and Wage - Mgmt	1,663,789	-	1,663,789
529131	Food and Beverage Services - Direct Salary and Wage - Hourly	3,888,987	-	3,888,987
529132	Food and Beverage Services - Payroll Laundry	45,000	-	45,000
529133	Food and Beverage Services - Subcontractor Payout	291,075	-	291,075
529134	Food and Beverage Services - Rental Exp - Equipment	19,000	-	19,000
529135	Food and Beverage Services - Replacements	11,700	-	11,700
529136	Food and Beverage Services - Travel - Meals and Entertainment	3,800	-	3,800
529137	Food and Beverage Services - Travel - Lodging	4,000	-	4,000
529139	Food and Beverage Services - Other Labor and Related	1,991,142	-	1,991,142
529140	Food and Beverage Services - Employee Welfare	5,500	-	5,500
529150	Food and Beverage Services - Services - Software License Fees	7,300	-	7,300
529151	Food and Beverage Services - Services - Contract Cleaning	57,600	-	57,600
529152	Food and Beverage Services - Services - Consulting	2,000	-	2,000
529153	Food and Beverage Services - Services - Legal	8,000	-	8,000
529154	Food and Beverage Services - Services - Repair and Maintenance	12,000	-	12,000
529155	Food and Beverage Services - Services - Professional	9,000	-	9,000
529157	Food and Beverage Services - Services - Security	37,500	-	37,500
529158	Food and Beverage Services - Services - Technology R and M	6,500	-	6,500
529159	Food and Beverage Services - Services - Telecommunications	13,750	-	13,750
529161	Food and Beverage Services - Supplies - Equipment	15,000	-	15,000
529169	Food and Beverage Services - Services - Other	2,000	-	2,000
529170	Food and Beverage Services - Supplies - Cafeteria	88,000	-	88,000
529171	Food and Beverage Services - Supplies - Flowers and Decoration	600	-	600
529172	Food and Beverage Services - Supplies - Linen, Uniform and Laundry	174,000	-	174,000
529173	Food and Beverage Services - Supplies - Misc.	1,950	-	1,950
529174	Food and Beverage Services - Supplies - Office	18,000	-	18,000
529186	Food and Bev Svcs Spent Mktg Res/FandB S M R	(67,517)	-	(67,517)
529190	Food and Beverage Services - Reserve Capital 2%	480,000	-	480,000
529191	Food and Beverage Services - Spent Capital Reserve 2%	(135,034)	-	(135,034)
529192	Food and Beverage Services - Reserve Maintenance 1%	240,000	-	240,000
529193	Food and Beverage Services - Spent Maintenance Reserve 1%	(67,517)	-	(67,517)
529194	Food and Beverage Services - Reserve Utilities 1%	240,000	-	240,000
529195	Food and Beverage Services - Spent Utility Reserve 1%	(67,517)	-	(67,517)
529196	Food and Beverage Services - Reserve Marketing 1%	240,000	-	240,000
529198	Food and Beverage Services - Net Gross Receipts Percent	560,571	-	560,571
529199	Food and Beverage Services - Percent of Net Profit	366,255	-	366,255
529210	Parking Services - Parking Lot Management	266,392	-	266,392
530010	License and Permit Fees	110,873	-	110,873
531000	Taxes (Non-Payroll)	37,000	-	37,000
532000	Government Assessments	4,500	-	4,500
540000	Charges for Services	169,700	-	169,700
545100	Travel and Lodging	178,109	-	178,109
545200	Mileage, Taxi and Parking	72,775	-	72,775
545300	Meals and Entertainment	81,340	-	81,340
545500	Staff Development	79,275	-	79,275
545520	Conference Fees	82,427	-	82,427
549000	Miscellaneous Expenditures	86,174	-	86,174
549010	Tri-Met Transit Pass	506,883	-	506,883
	Total Materials and Services	**31,817,886**	**50,000**	**31,867,886**
	Total Capital Outlay	**14,418,744**	**-**	**14,418,744**
	Interfund Transfers			
580000	Transfer for Indirect Costs	4,080,228	-	4,080,228
581000	Transfer of Resources	5,454,103	17,500	5,471,603
582000	Transfer for Direct Costs	72,212	-	72,212
586000	Interfund Loan - Principal	179,988	-	179,988
586500	Interfund Loan - Interest	10,799	-	10,799

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	MERC Fund			
	Total Interfund Transfers	**9,797,330**	**17,500**	**9,814,830**
	Contingency			
701002	Contingency - Operating	2,515,000	(17,500)	2,497,500
701003	Contingency - New Capital-Business Strategy Reserve	6,219,393	-	6,219,393
706000	Contingency - Renew and Replacement	21,993,979	-	21,993,979
709000	Contingency - All Other	3,752,642	-	3,752,642
	Total Contingency	**34,481,014**	**(17,500)**	**34,463,514**
TOTAL REQUIREMENTS		**$110,825,906**	**$50,000**	**$110,875,906**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	Oregon Zoo Operating Fund			
Oregon Zoo Operating Fund				
Expenditures				
	Personnel Services			
501000	Reg Employees-Full Time-Exempt	5,920,306	26,250	5,946,556
501500	Reg Empl-Full Time-Non-Exempt	5,278,737	-	5,278,737
502000	Reg Employees-Part Time-Exempt	32,895	-	32,895
502500	Reg Empl-Part Time-Non-Exempt	1,103,425	-	1,103,425
503000	Temporary Employees - Hourly	3,173,862	-	3,173,862
508000	Overtime	276,912	-	276,912
508600	Mobile Comm Allowance	21,000	-	21,000
511000	Fringe - Payroll Taxes	1,322,111	2,258	1,324,369
512000	Fringe - Retirement PERS	1,482,274	3,333	1,485,607
513000	Fringe - Health and Welfare	2,692,261	3,562	2,695,823
514000	Fringe - Unemployment	91,014	-	91,014
515000	Fringe - Other Benefits	52,779	-	52,779
519000	Pension Oblig Bonds Contrib	311,681	263	311,944
	Total Personnel Services	**21,759,257**	**35,666**	**21,794,923**
	Materials and Services			
520100	Office Supplies	52,578	-	52,578
520110	Computer Equipment	39,105	-	39,105
520120	Meetings Expenditures	19,170	-	19,170
520130	Postage	5,060	-	5,060
520140	OfficeSupply-PromoandConsult Sup	17,495	-	17,495
520500	Operating Supplies	1,115,788	-	1,115,788
520510	Operating Supplies - Small Tools, Equip	71,700	-	71,700
520535	Operating Supplies - Food for Prg Part	67,730	-	67,730
520540	Operating Supplies - Medical and Veterinary	241,125	-	241,125
520545	Exhibit Materials - Habitat/Exh Mat H	22,750	-	22,750
520546	Enrichment Materials - Zoo An/Enrich Mat	16,200	-	16,200
520580	Operating Supplies - Uniforms	80,110	-	80,110
520600	Animal Food	500,800	-	500,800
520610	Animal Food - Enrichment	9,200	-	9,200
521100	Membership and Professional Dues	63,149	-	63,149
521200	Publications and Subscriptions	5,875	-	5,875
521400	Fuels and Lubricants - General	84,100	-	84,100
521500	Maintenance and Repairs Supplies	30,100	-	30,100
521520	Maintenance and Repairs Supplies - Building	65,000	-	65,000
521521	Maintenance and Repairs Supplies - HVAC	57,000	-	57,000
521540	Maintenance and Repairs Supplies - Electrical	42,000	-	42,000
521550	Maintenance and Repairs Supplies - Grounds/Landscape	6,500	-	6,500
521560	Maintenance and Repairs Supplies - Equipment	136,700	-	136,700
521570	Maintenance and Repairs Supplies - Vehicles	50,000	-	50,000
522100	Cost of Food and Beverage	1,748,129	-	1,748,129
522105	Cost of Food-Tableware Supplies	137,269	-	137,269
524000	Contracted Professional Svcs	2,480,326	(35,666)	2,444,660
524040	Contracted Prof Svcs - Promotion and Public Relations	1,000	-	1,000
524050	Contracted Prof Svcs - Advertising	477,256	-	477,256
524060	Contracted Prof Svcs - Information Technology Services	14,600	-	14,600
524070	Contracted Prof Svcs - Management, Consulting and Communication Services	10,000	-	10,000
524080	Contracted Prof Svcs - Architectural and Design (non-cap)	32,000	-	32,000
524600	Sponsorship Expenditures	6,000	-	6,000
525120	Utility Services - Telecommunications	47,232	-	47,232
525130	Utility Services - Electricity	665,500	-	665,500
525140	Utility Services - Natural Gas	225,000	-	225,000
525150	Utility Services - Sanitation and Refuse Removal	60,000	-	60,000
525160	Utility Services - Water and Sewer	1,265,000	-	1,265,000
525500	Cleaning Services	33,000	-	33,000
526000	Maintenance and Repair Services	88,750	-	88,750
526010	Maintenance and Repair Services - Building	127,500	-	127,500
526012	Maintenance and Repair Services - Electricity	20,000	-	20,000
526014	Maintenance and Repair Services - HVAC	30,000	-	30,000
526020	Maintenance and Repair Services - Equipment	228,250	-	228,250
526030	Maintenance and Repair Services - Grounds	85,700	-	85,700

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	Oregon Zoo Operating Fund			
526040	Maintenance and Repair Services - Technology	24,617	-	24,617
526050	Maintenance and Repair Services - Vehicles	10,000	-	10,000
526200	Capital Maintenance - Non-CIP	25,000	-	25,000
526300	Software Maintenance	7,960	-	7,960
526500	Rentals	86,750	-	86,750
526510	Rentals - Building	40,700	-	40,700
526520	Rentals - Equipment	44,700	-	44,700
526540	Rentals - Vehicle	6,000	-	6,000
526560	Rentals - Parking Space	3,000	-	3,000
528000	Other Purchased Services	185,759	-	185,759
528030	Other Purchased Services - Delivery, Shipping and Courier	3,450	-	3,450
528210	Credit Card Fees	245,000	-	245,000
528300	Other Purchased Services - Temporary Help Services	50,000	-	50,000
528400	Other Purchased Services - Printing and Graphics	137,930	-	137,930
529000	Operations Contracts	2,190,000	-	2,190,000
530000	Payments to Other Agencies	15,880	-	15,880
530010	License and Permit Fees	36,485	-	36,485
544500	Grants and Loans	68,300	-	68,300
545000	Travel	39,825	-	39,825
545100	Travel and Lodging	98,100	-	98,100
545200	Mileage, Taxi and Parking	1,500	-	1,500
545300	Meals and Entertainment	700	-	700
545500	Staff Development	38,920	-	38,920
545510	Tuition Reimbursement	1,500	-	1,500
545520	Conference Fees	22,645	-	22,645
549000	Miscellaneous Expenditures	31,700	-	31,700
549010	Tri-Met Transit Pass	5,700	-	5,700
549020	Misc. Exp - Animal Purchases	8,000	-	8,000
549025	Misc. Exp - Animal Shipments	75,000	-	75,000
	Total Materials and Services	**14,086,868**	**(35,666)**	**14,051,202**
	Total Capital Outlay	**20,000**	**-**	**20,000**
	Total Interfund Transfers	**4,719,845**	**-**	**4,719,845**
	Total Contingency	**1,000,000**	**-**	**1,000,000**
TOTAL REQUIREMENTS		**$41,585,970**	**$0**	**$41,585,970**
TOTAL FTE		**192.60**	**1.00**	**193.60**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
Parks and Natural Areas Local Option Levy Fund (Parks and Nature)				
Parks and Natural Areas Local Option Levy Fund (Parks and Nature)				
Expenditures				
	Total Personnel Services	**2,617,319**	**-**	**2,617,319**
	Total Materials and Services	**3,584,000**	**-**	**3,584,000**
	Total Capital Outlay	**3,182,737**	**-**	**3,182,737**
	Interfund Transfers			
580000	Transfer for Indirect Costs	1,294,754	-	1,294,754
581000	Transfer of Resources	58,525	99,500	158,025
582000	Transfer for Direct Costs	3,483,141	45,000	3,528,141
	Total Interfund Transfers	**4,836,420**	**144,500**	**4,980,920**
	Contingency			
701002	Contingency - Operating	3,188,687	(144,500)	3,044,187
	Total Contingency	**3,188,687**	**(144,500)**	**3,044,187**
TOTAL REQUIREMENTS		**$17,409,163**	**$0**	**$17,409,163**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	Risk Management Fund			
Risk Management Fund				
Revenues				
	Total Beginning Fund Balance	**1,948,000**	**-**	**1,948,000**
	Current Revenue			
411500	State Grants - Indirect	50,000	-	50,000
445000	Insurance Recovery Revenue	-	400,000	400,000
445500	Insurance Premiums-Unemploymnt	203,088	-	203,088
470000	Interest on Investments	10,000	-	10,000
489000	Miscellaneous Revenue	10,000	-	10,000
	Total Current Revenue	**273,088**	**400,000**	**673,088**
	Interfund Transfers			
497000	Transfer of Resources	1,000,000	500,000	1,500,000
497500	Transfer for Indirect Costs	1,673,704	-	1,673,704
	Total Interfund Transfers	**2,673,704**	**500,000**	**3,173,704**
TOTAL RESOURCES		**$4,894,792**	**$900,000**	**$5,794,792**
Expenditures				
	Materials and Services			
520500	Operating Supplies	2,152	-	2,152
524000	Contracted Professional Svcs	56,018	-	56,018
527000	Insurance	1,128,750	-	1,128,750
528000	Other Purchased Services	5,253	-	5,253
547500	Claims Paid	610,000	900,000	1,510,000
547600	Actuarial Claims Expense	1,750,000	-	1,750,000
549000	Miscellaneous Expenditures	530	-	530
	Total Materials and Services	**3,552,703**	**900,000**	**4,452,703**
	Interfund Transfers			
	Total Interfund Transfers	**25,000**	**-**	**25,000**
	Total Contingency	**1,261,572**	**-**	**1,261,572**
	Total Unappropriated Fund Balance	**55,517**	**-**	**55,517**
TOTAL REQUIREMENTS		**$4,894,792**	**$900,000**	**$5,794,792**

Exhibit A
Resolution No. 17-4768

ACCT	DESCRIPTION	Current Budget	Revision	Amended Budget
	Solid Waste Revenue Fund Requirements			
Solid Waste Revenue Fund Requirements				
Expenditures				
	Total Personnel Services	**13,335,393**	**-**	**13,335,393**
	Total Materials and Services	**48,488,311**	**-**	**48,488,311**
	Total Capital Outlay	**4,866,050**	**-**	**4,866,050**
	Interfund Transfers			
580000	Transfer for Indirect Costs	5,150,099	-	5,150,099
581000	Transfer of Resources	232,908	80,000	312,908
582000	Transfer for Direct Costs	888,607	-	888,607
586900	Internal Loan Advances	2,000,000	-	2,000,000
	Total Interfund Transfers	**8,271,614**	**80,000**	**8,351,614**
	Contingency			
701002	Contingency - Operating	1,920,112	(80,000)	1,840,112
705000	Contingency - Landfill Closure	5,401,736	-	5,401,736
706000	Contingency - Renew and Replacement	7,591,280	-	7,591,280
	Total Contingency	**14,913,128**	**(80,000)**	**14,833,128**
	Total Unappropriated Fund Balance	**28,772,838**	**-**	**28,772,838**
TOTAL REQUIREMENTS		**$118,647,334**	**$0**	**$118,647,334**
TOTAL FTE		**114.16**	**0.25**	**114.41**

Exhibit B
Resolution 17-4768
Schedule of Appropriations

	Current Appropriation	Revision	Revised Appropriation
GENERAL FUND			
Council	5,092,334	(290,000)	4,802,334
Office of the Auditor	701,182	-	701,182
Office of Metro Attorney	2,458,903	-	2,458,903
Information Services	4,968,788	-	4,968,788
Communications	1,846,982	-	1,846,982
Finance and Regulatory Services	5,032,767	108,000	5,140,767
Human Resources	3,004,980	-	3,004,980
Property and Environmental Services	2,624,973	-	2,624,973
Parks and Nature	11,512,148	-	11,512,148
Planning and Development Department	15,784,579	-	15,784,579
Research Center	4,556,613	-	4,556,613
Special Appropriations	3,822,000	450,000	4,272,000
Non-Departmental		-	
Debt Service	1,932,038	-	1,932,038
Interfund Transfers	19,576,266	353,000	19,929,266
Contingency	6,477,706	(621,000)	5,856,706
Total Appropriations	89,392,259	-	89,392,259
Unappropriated Balance	20,607,474	-	20,607,474
Total Fund Requirements	**$109,999,733**	**$0**	**$109,999,733**
COMMUNITY ENHANCEMENT FUND			
Property and Environmental Services	1,417,608	20,000	1,437,608
Non-Departmental			
Interfund Transfers	868,310	-	868,310
Contingency	151,061	-	151,061
Total Appropriations	2,436,979	20,000	2,456,979
Unappropriated Balance	85,261	-	85,261
Total Fund Requirements	**$2,522,240**	**$20,000**	**$2,542,240**
GENERAL ASSET MANAGEMENT FUND			
Asset Management Program	7,977,820	45,000	8,022,820
Non-Departmental			
Interfund Transfers	214,625	-	214,625
Contingency	9,713,663	-	9,713,663
Total Appropriations	17,906,108	45,000	17,951,108
Unappropriated Balance	-	-	-
Total Fund Requirements	**$17,906,108**	**$45,000**	**$17,951,108**
GENERAL REVENUE BOND FUND			
Bond Accounts	73,558,000	2,500,000	76,058,000
Bond Account			
Debt Service	5,231,797	(2,500,000)	2,731,797
Total Appropriations	78,789,797	-	78,789,797
Unappropriated Balance	9,507,017	-	9,507,017
Total Fund Requirements	**$88,296,814**	**$0**	**$88,296,814**
MERC FUND			
MERC	66,547,562	50,000	66,597,562
Non-Departmental			
Interfund Transfers	9,797,330	17,500	9,814,830
Contingency	34,481,014	(17,500)	34,463,514
Total Appropriations	110,825,906	50,000	110,875,906
Total Fund Requirements	**$110,825,906**	**$50,000**	**$110,875,906**
PARKS AND NATURAL AREAS LOCAL OPTION LEVY			
Parks and Nature	9,384,056	-	9,384,056
Special Appropriations	1,500,000	-	1,500,000
Non-Departmental			
Interfund Transfers	4,836,420	144,500	4,980,920
Contingency	3,188,687	(144,500)	3,044,187
Total Appropriations	18,909,163	-	18,909,163
Total Fund Requirements	**$18,909,163**	**$0**	**$18,909,163**
RISK MANAGEMENT			
Finance and Regulatory Services	3,552,703	900,000	4,452,703
Non-Departmental			
Interfund Transfers	25,000	-	25,000
Contingency	1,261,572	-	1,261,572
Total Appropriations	4,839,275	900,000	5,739,275
Unappropriated Balance	55,517	-	55,517
Total Fund Requirements	**$4,894,792**	**$900,000**	**$5,794,792**

Exhibit B
Resolution 17-4768
Schedule of Appropriations

	Current Appropriation	Revision	Revised Appropriation
SOLID WASTE FUND			
Property and Environmental Services	66,591,576	-	66,591,576
Finance and Regulatory Services	98,178	-	98,178
Non-Departmental			
Interfund Transfers	8,271,614	80,000	8,351,614
Contingency	14,913,128	(80,000)	14,833,128
Total Appropriations	89,874,496	-	89,874,496
Unappropriated Balance	28,772,838	-	28,772,838
Total Fund Requirements	**$118,647,334**	**$0**	**$118,647,334**
Total Appropriations	**542,506,670**	**1,015,000**	**543,521,670**
Total Unappropriated Balance	**95,743,931**	**-**	**95,743,931**
TOTAL BUDGET	**$638,250,601**	**$1,015,000**	**$639,265,601**

All other Appropriations remain as Previously Adopted

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE FY 2016-17 BUDGET AND APPROPRIATIONS SCHEDULE AND FY 2016-17 THROUGH FY 2020-21 CAPITAL IMPROVEMENT PLAN TO PROVIDE FOR A CHANGE IN OPERATIONS

Date: March 16, 2017 Presented by: Lisa Houghton 503-797-1829

BACKGROUND

Several items have been identified that necessitate amendment to the budget.

Regional Transportation Strategy

Councilors Craddick, Dirksen and Stacey request $150,000 from the Council Opportunity Account in the General Fund contingency to complete phase one and begin phase two of Metro's Regional Transportation Funding Strategy for the remainder of the 2016-2017 fiscal year. This strategy aims to develop a new political infrastructure that will enable the passage of regional transportation funding measures and advance regional policy objectives.

Coalition Development - $20,000
With the federal landscape around transportation funding changing and the increased interest in a regional/local transportation measure, our region will look to other cities across the country that have succeeded and failed in addressing their transportation funding needs.

The trip is complimentary to the research, polling and coalition-building work that the Metro Council has asked staff to develop by deepening education on successful and sustained transportation funding initiatives, and by creating a cohesive and diverse group of individuals who can engage in and share these lessons. A November 2016 visit with elected officials and community leaders in Seattle, which will serve as a template for upcoming trips, has demonstrated that these trips can be effective in advancing these outcomes.

The $20,000 will be used to cover the costs associated with organizing the trip including hiring a local firm to help program an agenda and coordinate logistics. It will also be used to pay for food, supplies and transportation during the trip and Councilor/Council Office staff travel and lodging to participate.

These funds would support a trip to Los Angeles in March or June. The trip would be planned for about 20-25 people including Metro Councilors, select JPACT members, other leaders and high level jurisdictional and advocacy/union/business staff. The trip would last at least two days and one night, and would feature a combination of meetings, tours and social events.

This body of work would round out phase 1 of the regional funding strategy ("Defining the Need").

Opinion Research - $90,000
The second phase of work ("Offering Solutions") begins with an investment in reliable opinion research. This will allow us to make a compelling argument to the public and build confidence with our partners and stakeholders that there is a path to success.

The opinion research will include three online bulletin boards (one per county) of 10-15 participants. Respondents will log into a bulletin board discussion group at different times during the day that are convenient to them to answer questions posted by a moderator while reading and responding to other participants' posts.

Additionally, the consultant will develop one 1200 sample, 15 minute regional landline and wireless phone survey that builds on the findings of the qualitative research. This survey will drill down more concretely on project priorities, funding mechanisms, willingness to pay, and the impact of pro and con messaging. The $90,000 will be used to develop qualitative opinion research that provides strategic direction on top messages, willingness to pay, urgency in relation to other issues, and a viable fiscal mechanism**.**

Revenue Analysis - $40,000

This phase of work will also include a thorough revenue analysis that demonstrates options that are legally, fiscally and politically viable. This revenue analysis will provide an evaluation of all potential revenue sources for regional transportation, beginning with existing documentation and expanding to look at more innovative sources. This work would result in a report on revenue impact and inform public opinion work.

Legal research will also be necessary for this effort. Led by OMA, this work will look at identified potential regional revenue authority, as well as legal requirements to change or expand authorities needed for particularly promising opportunities. The $40,000 will be used to develop a defined set of viable revenue options that will inform the resulting political strategy and cultivate buy-in among stakeholders.

Attachment 1 provides a detailed description of the Regional Transportation Strategy's purpose, goals and program elements.

This action requests a $150,000 from the Council Opportunity Account in the General Fund contingency to Non-Departmental Special Appropriations – Metro Regional Transportation Funding Strategy.

Rose Festival Donation

Councilor Dirksen is requesting $10,000 from the Council Opportunity Account in the General Fund contingency to support the creation of a mini-float so Metro can participate in the annual Rose Festival Grand Floral Parade on June 10, 2017. This amount would cover any and all costs associated with the creation and maintenance of a mini-float including materials for decoration, entry fees for the float, and other costs associated with construction and storage.

For more than 100 years, the Grand Floral Parade has been a beloved Portland and Oregonian tradition. The parade draws hundreds of thousands of cheering viewers of every age, along a 4.2 mile route that winds through city streets and across the river. The Rose Festival Organization offers a mini-float program that allows individuals, groups and organizations to participate in the parade at a smaller scale and cost.

Metro's participation in the Grand Floral Parade will provide an opportunity to educate the broader community about Metro as an organization and our work. Utilizing a float in the Grand Floral Parade will allow Metro to connect with individuals in our region that might not typically exposed to Metro communications in a new and exciting way. Furthermore, some of the infrastructure purchased to create this float can be used for future Grand Floral Parades or other parades.

This action requests a $10,000 transfer from the Council Opportunity Account in the General Fund contingency.

Oregon Convention Center-Workforce Development

An allocation of $50,000 is requested from the Council Opportunity Account in the General Fund contingency to the Oregon Convention Center Hotel Fund to support efforts to build workforce diversity and increase outreach to minority-owned contractors throughout construction of the hotel.

Through its development and finance agreement (DFA) with Metro, Mortenson Construction is required to pursue the workforce diversity and minority contracting targets throughout construction of the Hyatt Regency Portland as stated in the Portland Development Commission's Business and Workforce Equity Policy. An employment and contracting outreach plan is currently being co-developed by Mortenson Construction and Metro that will include a broad set of strategies to be implemented by both entities and, potentially, community/nonprofit partner organizations.

Mortenson has matched Metro's allocation of $50,000 and, in addition, $50,000 is proposed from the OCC Hotel Fund for fiscal years FY 2016-17 and 2017-18 to support these efforts. The hotel project team is seeking additional funding partners to leverage these funds to support a two-year work program designed to assist Mortenson Construction in achieving the workforce equity and minority contracting targets described above.

This action requests a $50,000 transfer from the Council Opportunity Account in the General Fund contingency to the Oregon Convention Center Operating Fund.

Community Partnerships- Transfer Funds to Special Appropriations

The November consolidated budget amendment transferred $300,000 reserved in the General Fund Contingency to assist in the implementation of the agency's Strategic Plan to Advance Racial Equity, Diversity and Inclusion to the Chief Operating Officer's DEI budget. The funding was intended to develop pilot partnerships with various non-profit, community based organizations to achieve to goals:

- Meaningfully engage communities of color
- Hire, train and promote a racially diverse workforce.

Since that amendment, the Chief Operating Officer has requested the funding be moved from her budget to a non-departmental, special appropriations category in the General Fund to provide for better tracking and transparency. The implementation of this request requires Council action to move between appropriation categories.

This action requests the transfer of $300,000 from the Council Office, Chief Operating Officer budget to Non-Departmental, Special Appropriations. A new cost center has been created to specifically track expenditures associated with Community Partnerships.

OCC Hotel Bond Sale- Related Costs

The FY 2016-17 budget included a draft Oregon Convention Center Hotel project budget as a placeholder until further information was available. Financial close on the hotel project is now anticipated for mid-May 2017 with bond pricing in late April. With the bond sale occurring in the latter part of the fiscal year debt service payments on the bonds will not begin until FY 2017-18. The amount currently appropriated for debt service will not be needed in the current fiscal year.

This action requests that the $2.5 million debt service appropriation be moved to materials and services to provide greater flexibility in meeting the actual project costs.

Risk Management- Flood Expenses and Insurance Reimbursement

Metro is self-insured for liability and property claims up to $500,000 per claim. Recent flood costs at Metro Regional Center are estimated to total $900,000. Metro's property insurer will reimburse Metro for any claims expense over the $500,000 deductible. The Risk Management Fund, through allocations from departments, will fund the $500,000 deductible.

Four Metro Funds – General Fund, Solid Waste Fund, Parks Levy Fund, and MERC Fund – will pay $500,000 of the flood costs. Contributions will be proportional to the percentage of staff impacted by the flood. In each Fund, amounts will be reduced from contingency and transferred to the Risk Management Fund. Oregon Budget Law section 294.338(3) will allow the recognition of the insurance reimbursement revenue in this circumstance.

This action requests the recognition of $400,000 in insurance recovery revenue, the transfer of $500,000 from four Metro Funds, and an increase in appropriation in the Risk Management Fund of $900,000 to pay for flood damages at Metro Regional Center.

Contractor Business Licenses- Increased Revenues and Expenditures

Contractor business license (CBL) revenues and associated expenditures have increased to the point where they may no longer fall within budgeted limits. Two factors appear to explain the rise in revenues: a rate rise of $50 per license, which took place at the beginning of calendar year 2016, and continuing growth in the region. Approximately 75 percent of the revenues received are disbursed to the participating jurisdictions based on a ratio of the number of permits issued. As revenues increase Metro's expenditures associated with the program also increase. Projections indicate that current expenditure authority will be inadequate to meet the required level of expenditures associated with the higher level of revenue.

This amendment requests the transfer of $108,000 from the General Fund contingency to Finance and Regulatory Services to provide for the increased expenditures required under the Contractor's business license program. Revenues generated by the program during the year will more than replenish this contingency draw by year end.

Veterinarian

The Oregon Zoo is requesting an additional 1.00 FTE for a third full time veterinarian. There are currently only two full-time veterinarians on staff and this insufficient staffing level has required the Zoo to rely on the services of a contracted veterinarian. The additional FTE will allow for better staffed and safer animal medical facilities and a greater ability to provide excellent medical care including a preventive medicine program, emergency preparedness, as well as improve the safety of anesthetic and non-anesthetic animal procedures. The costs associated with the increased FTE will be partially offset through the discontinued use of contracted veterinarian services.

The annual cost for the proposed FTE increase is $142,665.

This action requests the addition of 1.00 FTE and does not request additional appropriations. The department will absorb the additional personnel service costs of the increased FTE within existing appropriations.

Program Assistant

Property and Environmental Services is requesting an additional 0.25 FTE to increase an existing 0.75 FTE Program Assistant position to 1.00 FTE. The increase in FTE will restore program support to the Campus Operations division and other department-wide activities as outlined below:

- Support department-wide activities, including training sessions, department and division staff meetings and retreats.
- Provide for intermittent support to the department Director as needed due to staff absences.

The annual cost for the proposed FTE increase is $18,374. The FY 2016-17 cost is $6,125 based on the remaining four months in the fiscal year.

This action requests the addition of 0.25 FTE and does not request additional appropriations. The department will absorb the additional personnel service costs of the increased FTE within its existing appropriations.

Community Enhancement – Host Fees Pass Through

The Community Enhancement Fund accounts for enhancement fees collected at all transfer stations. These funds are used for community enhancement projects in the targeted vicinity of each community that hosts solid waste facilities. In late 2016 a new Gresham Facility host fee was established. Per tonnage forecasts, it appears that the Gresham facility should collect approximately $20,000 of host fees that must be distributed to the local governmental agency.

Oregon Budget Law 294.466 allows for the recognition and appropriation of these Host Fees in the year they are received provided they are passed through to another municipal corporation.

This action requests the recognition of $20,000 of Host Fees revenue and associated appropriation authority to distribute the host fees to the proper Agency in Gresham.

Oxbow Erosion Reconstruction Project

This action requests a $45,000 transfer from the Parks and Natural Areas Local Option Levy Fund to the Parks Capital Sub-fund to mitigate unforeseen costs overruns as outlined below:

- *Oxbow Erosion Reconstruction Project (#70213)*
  The Oxbow Erosion Reconstruction project was originally budgeted at $100,750 in FY2016-17, funded primarily from a state grant. An overage of $45,000 is projected, due to waterlines issues and unforeseen project costs. There are no available resources within Parks Capital to cover the overage.

This action requests a $45,000 transfer from the Parks and Natural Areas Local Option Levy Fund contingency to the Parks Capital Sub-fund.

This action also amends the FY 2016-17 through FY 2020-21 Capital Improvement Plan. Attachment 2 outlines the Capital Project Details changes requested.

Parks and Nature Capital Improvement Plan Changes (CIP changes only)

The following changes have been made to the capital budget for Parks and Nature:

- *Tualatin River Launch Project (#71904)*
  The Tualatin River Launch project began in FY15-16 with a total project budget of $888,500. Originally, $200k was budgeted in FY15-16, however, due to permitting issues it was delayed and only $67k was spent. This amendment carries over the remaining budget of $133k to FY16-

17 when majority of the work will be completed. The project is expected to be completed within budget by June 2017.

- *Orenco Woods Project (#G13052)*
  The Orenco Woods project began in FY15-16 with a total project budget of $2,070,000. Costs are coming in lower than anticipated and some amounts may not be incurred until FY17-18, therefore this amendment carries over $133k to FY17-18. The project is expected to be completed within budget by September 2017.

This action amends the FY 2016-17 through FY 2020-21 Capital Improvement Plan. Attachment 2 outlines the Capital Project Details changes requested.

Oregon Zoo Capital Improvement Plan Changes (CIP changes only)

Early in FY 2016-17 Oregon Zoo's Facilities Management Team hired CARDNO to perform a facilities condition assessment. The assessment report provided a detailed schedule of the Zoo's assets, replacement costs and recommended timelines. Additionally, a Capital Projects Oversight Committee was established, comprised of a cross departmental team, aimed at creating a systematic process to prioritize capital projects. This committee has reviewed the CARDNO report and overlaid other known safety and welfare needs in order to update the current year's capital spending plan to best meet the current needs of the Zoo. This request is budget neutral and updates the project listing to be a more accurate representation of actual activities.

This action amends the FY 2016-17 through FY 2020-21 Capital Improvement Plan. Attachment 3 outlines the Capital Project Details changes requested.

MERC Venues Capital Improvement Plan Changes (CIP changes only)

Throughout the year, the MERC Capital Programs confronted many project challenges including but not limited to City of Portland design review decisions, unforeseen lengthy lead time for material delivery, accelerated time lines for operational demands, labor shortages, scope changes, emergency projects that shift attention away from planned projects and other shifting priorities. As a result, the MERC Venues propose changes to numerous capital projects during the current year. The proposed changes do not increase the capital budget in each fund but instead decrease and increase specific project budgets for net zero effect.

This action amends the FY 2016-17 through FY 2020-21 Capital Improvement Plan. Attachment 4 outlines the Capital Project Details changes requested.

ANALYSIS/INFORMATION

1. **Known Opposition**: None known.

2. **Legal Antecedents:** ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriation, if such transfers are authorized by official resolution or ordinance of the governing body. ORS 294.463(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the transfer. ORS 294.338(3) allows the recognition of insurance reimbursement revenues in the year an unforeseen loss occurs when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. ORS 294.466(3) allows for the recognition and appropriation of fees in the year they are received provided

they are passed through to another municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. Metro code chapter 2.02.040 requires the Metro Council to approve the addition of any position to the budget. Metro's adopted financial policies require any project exceeding $100,000 or an existing CIP project increasing greater than 20 percent to receive Council approval.

3. **Anticipated Effects**: This action provides for changes in operations as described above – recognizes and appropriates new fees and insurance recovery revenues, provides additional appropriations for changes in operations, and adds 1.25 FTE.

4. **Budget Impacts:** This action has the following impact on the FY 2016-17 budget:

   - Adds 1.00 FTE Veterinarian in the Zoo Operating Fund, Animal Health Department. There are no additional appropriations requested in support of the FTE.
   - Adds 0.25 FTE Program Assistant to the Solid Waste Fund's PES Administration Department. There are no additional appropriations requested in support of the FTE.
   - Provides $150,000 to the Metro Regional Transportation Funding Strategy through a transfer from the Council Opportunity Account in the General Fund contingency.
   - Provides $10,000 for a Rose Festival Grand Floral Parade float through a transfer from the Council Opportunity Account in the General Fund contingency.
   - Provides $50,000 for the Oregon Convention Center's Workforce Development project through a transfer from the Council Opportunity Account in the General Fund contingency.
   - Transfers $300,000 for the Community Partnership Coordination Team's Partnerships from the Council Office, Chief Operating Officer budget to Non-Departmental Special Appropriations.
   - Transfers $2.5 million Debt Service appropriations in the Oregon Convention Center Hotel project budget to Materials and Service appropriations to meet anticipated project costs.
   - Recognizes $400,000 of new insurance recovery revenues, the transfer of $500,000 from four Metro funds and a $900,000 increase in appropriations in the Risk Management Fund to pay for flood damages at the Metro Regional Center.
   - Provides $108,000 for Contractor Business License payments to local agencies through a transfer from the General Fund contingency.
   - Recognizes $20,000 of new fees and additional associated appropriations authority in the Community Enhancement Fund.
   - Provides $45,000 for the Oxbow Erosion Reconstruction project via a transfer from the Parks and Natural Areas Local Option Levy Fund contingency.
   - Approves Capital Improvement Plan amendments for numerous projects at Parks and Nature locations, the Oregon Zoo, the EXPO Center, the Oregon Convention Center and Portland's P5 Centers for the Arts.

RECOMMENDED ACTION

The Chief Operating Office recommends adoption of this Resolution.

Attachment 1
Resolution 17-4768

REGIONAL TRANSPORTATION FUNDING STRATEGY

Goal: Develop a new political coalition and business model to enable the passage of long-term transportation funding in support of regional policy objectives.

Background

Since its inception, Metro has played a critical role in planning and implementing the region's land-use and transportation vision. The success of this effort hinges largely on investments in multi-modal transportation, a fact now required by state law as part of the region's adopted Climate Smart Strategy. Through long-standing cooperation with TriMet and local jurisdictions, the region has successfully built out large portions of this system without the benefit of a dedicated regional funding source for transportation.

This approach is no longer viable. The region can no longer count on generous federal support, either through grants for capital projects or formula-based federal gas tax revenues, as it once did. The same is true when looking at state transportation investment; revenues in Salem have failed to keep pace with inflation and the legislature last passed a transportation package in 2009. The Portland metro region is not unique in this respect. In Los Angeles, Denver, Seattle, Indianapolis, Salt Lake City and elsewhere, regions have gone to the voters in the last eight years to raise critical transportation revenues.

In each of these regions, we have observed three common denominators:

1. *Go Big*: Strong leadership with transformative proposals extending beyond an electoral cycle
2. *Tell 'em what they're getting*: A clear investment plan with project performance criteria
3. *Create a Big Tent*: Large coalitions that leave little room for opposition

The Portland region is currently deficient in all of these areas. To meet this challenge, Metro Council endorsed a new strategy to address systemic problems in the region's transportation funding. Based on Council direction, staff prepared a project budget, work plan and timeline with 2020 as the likely target for a regional funding measure. By sinking the roots for a long term political strategy today, Metro will be able to catalyze a future campaign with broad support, strong champions, and clearly articulated community benefits.

Project Structure

This will need to be a Metro-wide effort, not limited to any one department. It will require a strategy that leverages resources and contributions across the agency, and brings staff together in a single working team. This team will be led by GAPD and the COO's office, and will include members of OMA, Planning and Development, the Council Office, Communications and potentially Financial and Regulatory Services. This assumes a dedicated team leader from GAPD who will manage the work program and coordinate between staff and Metro Council. The team also requires additional capacity

for communications to "hold the clipboard" and deliver a sustained strategy with message discipline. This team structure mirrors the successful approach taken for renewing the Natural Areas Levy.

The team will function as a senior project management group, aligning department resources to achieve the shared objective. Team members will be responsible for building out work plans for their teams that integrate with the larger project schedule, and will function as ambassadors for the strategy with their respective departments. Together, the working group will develop an internal communications structure to keep the agency informed about important milestones. The team will also work with Council liaisons and the COO to communicate with the broader Metro Council.

Work Plan Core Elements

The work itself breaks down into four broad (sometimes overlapping) phases. Metro's direct involvement and investment is higher in the earlier stages, with partners contributing more to the effort and a professional team leading the later advocacy and public campaigns. This work plan focuses on the political and campaign-specific elements, but it is important to remember that there is also a Planning and Development track that is focused on providing the policy-based content to support our messaging and political work. A full project schedule is attached separately, but the following is an overview of phases, work elements, and deliverables:

1. *Defining the need 2016-17*

This work is already well underway. Over the last year, staff pursued a systematic assessment of current attitudes and interest among regional elected officials and community leaders. We began cultivating awareness with the Transportation Snapshot, and generated an aggressive call to action at the Regional Transportation Forums. We also a led a mission to Seattle to learn about the successful Sound Transit measure, and have two more trips planned to peer metros. The work elements below will round out phase 1 in the coming year.

A. *Coalition Development*

- Coalition Missions: A series of three coalition-building trips to metros that have recently been successful in passing regional transportation measures. The first of these was to Seattle. The second is planned for Los Angeles, and a third will coincide with Rail~Volution in Denver. Staff will follow up each mission with summary documents and discussion forums to inform our efforts.

Deliverable: A strong cohort of stakeholders that can help build a new advocacy organization; written reports and follow-up presentations on lessons learned.

B. *Communications*

- Creating Urgency Through Content Promotion: Polling has demonstrated that the Portland region is increasingly concerned about transportation, but it is not yet in their top tier of issues. This messaging phase will promote earned media stories and other compelling content about the transportation challenges we face.

- Audit & Gap Analysis: The communications firm PRR conducted a baseline analysis of transportation opinion research and messaging in the region. This included a gap analysis of what we still need to test before launching a new political effort.

Deliverable: Recognizable stories and memes take hold in conventional and social media, as measured by analytics and shifts in public discourse.

C. Planning and Development Work

- Driving Home the Need: The Regional Transportation Plan is a critical opportunity to help our stakeholders understand our funding reality. Our projections and scenarios must reinforce the needs of our transportation system, and the resources we have to meet that need.

Deliverable: Motivating stakeholders with a call to action: their projects will not be funded without new funding.

2. *Offering solutions 2017*

The second phase of work begins with an investment in reliable opinion research. This will allow us to make a compelling argument to the public and build confidence with our partners and stakeholders that there is a path to success. It will also include thorough revenue analysis that demonstrates options that are legally, fiscally and politically viable.

A. *Coalition Development*

- Organizational Infrastructure: This begins with a "power-map" of existing players and potential partners in the transportation advocacy space. We will study various best practices for the new coalition, and identify the best approach for the Portland region. Building on the enthusiasm of the Regional Transportation Forums, Metro will further engage existing working groups as the basis for a more permanent effort.

Deliverable: A business and governance model for a new transportation advocacy organization.

B. *Revenue Analysis*

- Policy Research: Evaluation of all potential revenue sources for regional transportation, beginning with existing documentation and expanding to look at more innovative sources. This work would result in a report on revenue impact and inform public opinion work. Some work will need to be fast-tracked to inform state legislative efforts.
- Legal Research: Led by OMA, this work will look at identified potential regional revenue authority, as well as legal requirements to change or expand authorities needed for particularly promising opportunities.

Deliverable: A defined set of viable revenue options that will inform the resulting political strategy and cultivate buy-in among stakeholders.

C. *Opinion Research*

- QualBoards: Three online bulletin boards (one per county) of 10-15 participants. Respondents log into a bulletin board discussion group at different times during the day that are convenient to them to answer questions posted by a moderator while reading and responding to other participants' posts.
- Quantitative Survey: One 1200 sample, 15 minute regional landline and wireless phone survey that builds on the findings of the qualitative research. This survey will drill down more concretely on project priorities, funding mechanisms, willingness to pay, and the impact of pro and con messaging.

Deliverable: Strategic direction on top messages, willingness to pay, urgency in relation to other issues, and viable fiscal mechanism.

D. *Planning and Development Work*

- Building a Menu: The planning-based work for the RTP will provide technical support and substance on system and project benefits. These can be used to frame up a clear ROI for messaging purpose. These work elements include: project level evaluation that shows how specific projects advance our regional goals, a policy discussion of how technology will impact future transportation needs, and system-level evaluation and modelling.

Deliverable: The technical foundations for a solid investment plan, with clearly articulated benefits.

E. *Communications*

- Content Promotion – Solutions: Building on the problem statement established in phase 1, this messaging campaign will promote stories about transportation solutions that will improve the region and the benefits we can realize. The messaging will be built on public opinion research and targeted revenue options.
- Community Engagement: The regional funding strategy will depend on how well we are able to connect with people's struggles and aspirations. This phase will build on earlier "My Place" events and stories to reach out to a broader audience. This will help us test and confirm our messaging, while building enthusiasm and support for the launch of a new coalition.
- Earned media: Develop a plan that addresses current narratives in the earned media environment and engages media organizations about the challenges in our transportation system – including understanding media-originated criticisms of the system – and identifies ways to address those shortcomings.
- Media Buy: A direct media buy will allow us to create a strong association between transportation solutions and Metro. Based on recent success with the "Ask Metro" campaign and natural areas promotion, we will purchase promotional spots at strategic times (e.g. Labor Day, back to school, sporting events).

Deliverable: Metro positioned with media and public as go-to voice for transportation solutions, allowing us to introduce the idea of a funding measure.

3. *Organizing for success 2017-18*

The core of this work depends on the creation of a new political coalition that can mobilize the community over a period of years. We will also need clear buy-in from other elected leaders and major organizations in labor, business, and the environment. In order to provide new and strong leadership in this space, Metro should demonstrate leadership by making a multi-year financial commitment and solicit matches from other key stakeholders.

A. *Coalition Development*

- Organizational Infrastructure: Building on phase 1 research, we will invest in early non-profit expertise to make sure that the advocacy organization gets off to a solid start. This will include formation of a governing board, establishing bylaws and roles, and an initial fundraising goal for launch.
- Equity Goals: A successful strategy involves all of our community partners. To align with Metro's DEI objectives, this additional work element focuses on making sure that communities of color are active and well represented in the new coalition.

Deliverable: A broad, solid, and diverse coalition ready to support a sustained campaign for transportation investment; ready to launch an organization with a clear business plan and operating budget.

B. *Lobbying*

- Summit Strategies: A regional funding strategy exists in the broader context of federal and state transportation policies, which have become extremely unpredictable. GAPD has proposed an ongoing federal lobbying contract for at least two years, at least half of which will focus on transportation.

Deliverable: Support for regional funding efforts from our federal delegation, and strong positioning for new matching opportunities.

4. *Launching the campaign 2018-19*

Once these pieces are in place, the region can launch a new advocacy organization along the lines of Move LA, Transportation Choices in Seattle, and the Transit Alliance in Denver. With sufficient support, this new entity can sustain an ongoing campaign for transportation investment and prepare the ground for future moves towards the ballot. This phase will require another round of opinion research to test the specific viability of funding measures. By demonstrating strong support, the organization will also ensure strong commitments from regional leaders and prime the pump for campaign fundraising. At this point, Metro should be positioned as an influential board member and potential implementing partner, but not as a stand-alone leader in the effort.

Mid-year Amendment TO FY 2016-17 BUDGET
Capital Project Detail
Parks & Nature

Attachment 2

Resolution 17-4768

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	Est. End Date	Revised Project Budget					Source/s of Funding (Carry Fwd, Grant, etc.)	Other Project Comments
							2016-17	2017-18	2018-19	2019-20	2020-21		
N	70213	Oxbow Erosion Reconstruction	571000	360	03310	6/30/2017	145,750					Carry Fwd, Grant, Levy	The Oxbow Erosion Reconstruction project was originally budgeted at $100,750 in FY2016-17, funded primarily from a state grant. An overage of $45,000 is projected, due to waterlines issues and unforeseen project costs. There are no available resources within Parks Capital to cover the overage. This amendment proposes to transfer funds from the Levy Fund through a decrease of appropriations in the Levy and increase in Parks Capital Sub Fund. The project is expected to be completed by June 2017.
N	71904	Tualatin River Launch	571000	351	03430	6/30/2017	821,500					Bond	The Tualatin River Launch project began in FY15-16 with a total project budget of $888,500. Originally, $200k was budgeted in FY15-16, however, due to permitting issues it was delayed and only $67k was spent. This amendment carries over the remaining budget of $133k to FY16-17 when majority of the work will be completed. The project is expected to be completed within budget by June 2017.
N	G13052	Orenco Woods/Hillsboro	571000	351	03430	9/30/2017	1,537,000	133,000				Bond	The Orenco Woods project began in FY15-16 with a total project budget is $2,070,000. Costs are coming in lower than anticipated and some amounts may not be incurred until FY17-18, therefore this amendment carries over $133k to FY17-18. The project is expected to be completed within budget by September 2017.

Mid-year Amendment TO FY 2016-17 BUDGET
Capital Project Detail

Attachment 3

Oregon Zoo

Resolution 17-4768

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	Est. End Date	Revised Project Budget 2016-17	2017-18	2018-19	2019-20	2020-21	Source/s of Funding (Carry Fwd, Grant, etc.)	Other Project Comments
N	ZRW148	Railroad Roundhouse Roof	526100	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW135	Cascade Crest Building Roof	572000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW179	Treetops Roof	573000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW142	Const/Maint Bays/Resource Roof Roof	572000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW140	Commissary Roof	572000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW145	Hippo/Rhino Barn & Exhibits Roof	572000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW175	Tree Kangaroos Roof (Butterfly Lab)	573000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW174	Eagle Canyon Bridge Roof	573000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW134	Bearwalk Café roof	572000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW138	Cascades Pumproom/Restroom R	572000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW151	Washington Park Station Roof	572000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW121	Research/LC Admin Roof	572000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.
N	ZRW181	Admin - Roof	572000	326	27000		$ -						Strategy changed to complete a comprehensive roof replacement project and shifted funding to the design phase.

Mid-year Amendment TO FY 2016-17 BUDGET
Capital Project Detail

Attachment 3

Oregon Zoo

Resolution 17-4768

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	Est. End Date	Revised Project Budget					Source/s of Funding (Carry Fwd, Grant, etc.)	Other Project Comments
							2016-17	2017-18	2018-19	2019-20	2020-21		
N	ZRW169	Admin a/c unit - ADMAC5	572000	326	27000		$ -						Estimate over budgeted amount, will be part of the comprehensive roof replacement project.
N	ZRW170	Admin Bldg HVAC Unit 1 Educatio	572000	326	27000		$ -						Estimate over budgeted amount, will be part of the comprehensive roof replacement project.
N	ZRW166	Admin a/c unit - ADMAC7	572000	326	27000		$ -						Estimate over budgeted amount, will be part of the comprehensive roof replacement project.
N	ZRW067	Admin A/C Unit	572000	326	27000		$ -						Estimate over budgeted amount, will be part of the comprehensive roof replacement project.
N	65701B	VOIP Infrastructure Remediation	572000	326	27000		$ -						Funding prioirities shifted to safety and welfare projects.
N	ZRW153	Carryover - 2001-FORDX-2001 FORD550 [Zoo 41/Two Ton]	574500	326	27000		$ -						Other fleet replacement was prioritized.
N	ZRW180	CART, ENDOSCOPY	574000	326	27000		$ -						Used funding for Condor Camera System.
N	ZRW132	Africafe Kitchen air handler - AFCAH2	574000	326	27000		$ -						Funding prioirities shifted to safety and welfare projects.
N		2008-FORDX-2008 FORD E350(Zoo42)	574500	326	27000		$ -						Other fleet replacement was prioritized.
N	ZRW176	2006-CHVRL-C3500 SILVERADO-Zoo-007	574500	326	27000		$ -						Other fleet replacement was prioritized.
N	ZRW173	Large format printer - HP55000PS	575000	326	27000		$ -						Funding prioirities shifted to safety and welfare projects.
N	ZRW172	MICROWAVE LINK, ROOF-MOUNT	574000	326	27000		$ -						Funding prioirities shifted to safety and welfare projects.
N	ZRW144	Carryover - Freezer - COOO477	574500	326	27000		$ -						Funding prioirities shifted to safety and welfare projects.
N	ZRW171	CAR, RAIL, PASSENGER, OPEN-AIR	576000	326	27000		$ -						Funding prioirities shifted to safety and welfare projects.
N	ZRW168	REPEATER, DIGITAL	574000	326	27000		$ -						Funding prioirities shifted to safety and welfare projects.
N	70001Z	2005 Cart, UTILITY, 4-WHEEL (Kaw	574500	326	27000		$ 11,708						Identified as priority fleet need.
Y	ZRW186	Cascade Crest Banquet Center Car	572000	326	27000		$ 42,000						End of useful life, replace for positive guest experience.
Y	ZRW096	Steller Cove Chiller WTRCH1	574000	326	27000		$ 48,759						End of life critical failure needed replacement.
N	ZRW178	Treetops Exhibit Viewing Structure	573000	326	27000		$ 95,000						Increased budget from $50,000 due to safety issue.

Mid-year Amendment TO FY 2016-17 BUDGET
Capital Project Detail

Attachment 3

Oregon Zoo

Resolution 17-4768

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	Est. End Date	Revised Project Budget 2016-17	2017-18	2018-19	2019-20	2020-21	Source/s of Funding (Carry Fwd, Grant, etc.)	Other Project Comments
Y	ZOO75	Condor Camera System	574000	326	27000		$ 73,316						Condors video camera system is failing and this potentially puts the birds at risk and may eventually cause issues with regulatory licensing (USFWS). Ability to monitor the health and welfare of the condors could be at risk without a properly functioning system.
N	70001Z	Forklift, All-Terrain, WACO	574500	326	27000		$ 87,078						Identified as priority fleet need.
Y	ZOO58	Comprehensive Roof Replacemen	573000	326	27000		$ 162,000						Design and engineering team will assess seven buildings that are due for roof replacement and are included in the 2015 R&R fund, complete construction documents and specifications and produce cost estimates for this work. The roofs will be scheduled to be constructed as designs are completed and planned work on campus allows. This project structure will provide the management team several opportunities to scale the project to reduce or shift costs during the review of the roof assessment report, the RFP selection and negotiation process and after cost estimates are generated during design.
Y	ZOO74	LC Admin Siding	572000	326	27000		$ 250,000						LC Administrative Building has a major issue with box elder and stink bugs entering the building.
Y	ZRW185	Railroad Roundhouse Track Repla	572000	325	27000		$ 150,000						The Oregon Zoo train tracks between the entrance to the tunnel to the water tower are the original tracks. This section of rail was not replaced when the bond replaced and redirected the railway within the zoo. These tracks have been in use since the 1960's and have been identified by KPFF Engineering to be replaced.

Mid-year Amendment TO FY 2016-17 BUDGET
Capital Project Detail

Attachment 4

Resolution 17-4768

MERC Venues

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	Est. End Date	Revised Project Budget					Source/s of Funding (Carry Fwd, Grant, etc.)	Other Project Comments
							2016-17	2017-18	2018-19	2019-20	2020-21		
N	8R149	Hall A Carpet & paint	572000	556	56999	11.30.2019	0						Reduce this project ($125,000) to fund the other two projects
Y	New	Hall A New Shore Power	571000	556	56999	06.30.2018	75,000					reduction of project 8R149	This project is in the budget for FY 2017-18 however we need to move the schedule ahead and start earlier.
N	8R139	Wi-Fi upgrade	575000	556	56999	06.30.2019	50,000					reduction of project 8R149	This project is in the budget for FY 2017-18 however we need to move the schedule ahead and start earlier.
N	8N064	Halls D&E Solar	572000	556	56999	06.30.2021	71,781						This project was budgeted as a placeholder/contingency in conjunction with the Halls D&E Roof replacement project to investigate and manage the feasibility and design of a solar installation on Halls D&E roofs. This project will still happen in a future year. We wish to reduce the budget for this project by $28,219 and increase the combined budgets in the following two projects by the same amount.
N	8R111	Plastic Folding Stacking Chairs	574000	556	56999	06.30.2017	52,877					Expo R&R - Reduction of Project 8N064	This equipment purchase was budgeted over three years ($50,000,$25,000,$25,000) however, we did not purchase chairs in FY 2016, opting to make a combined purchase of the remainder of the chairs in FY 2017. This amendment matches the budget with the overspend in FY 2017. the total expenditures in this project ($99,997) remain under the total budget for the Project ($100,000). This change is merely for FY 2017.
N	8R150	Radio Replacements	574000	556	56999	06.30.2019	10,342					Expo R&R - Reduction of Project 8N064	This equipment purchase is budgeted over multiple years. Shipping and other fees, pushed the expenditures slightly over budget this year ($342, 3.4%). This amendment matches the budget with the over spend in FY 2017.
N	8N067	Cardboard Baler	574000	550	55999		0						This project will be delayed until 2019, we wish to reduce the project amount to $0 ($130,000) to fund the other projects.
Y	New	Loading Dock improvement	572000	550	55999	06.30.2018	20,000					OCC R&R - Reduction of project 8N067	This new project is budgeted in FY 2017-18 however we would like to start earlier.
Y	New	Cooling system design and replacement	572000	550	55999	06.30.2018	20,000					OCC R&R - Reduction of project 8N067	This new project is budgeted in FY 2017-18 however we would like to start earlier.

Mid-year Amendment TO FY 2016-17 BUDGET
Capital Project Detail

Attachment 4

Resolution 17-4768

MERC Venues

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	Est. End Date	Revised Project Budget					Source/s of Funding (Carry Fwd, Grant, etc.)	Other Project Comments
							2016-17	2017-18	2018-19	2019-20	2020-21		
Y	New	Employee Break Room Remodel	572000	550	55999	06.30.2018	20,000					OCC R&R - Reduction of project 8N067	This new project is budgeted in FY 2017-18 however we would like to start earlier.
Y	New	Setup Supervisors Office Remodel	572000	550	55999	06.30.2018	10,000					OCC R&R - Reduction of project 8N067	This new project is budgeted in FY 2017-18 however we would like to start earlier.
Y	New	Lighting system controls consulting & replacement	572000	550	55999	06.30.2018	25,000					OCC R&R - Reduction of project 8N067	This new project is budgeted in FY 2017-18 however we would like to start earlier.
Y	New	NFPA 70 E Arc Flash Assessment and Documentation	572000	550	55999	06.30.2018	35,000					OCC R&R - Reduction of project 8N067	This new project was still in the planning phases however, OCC decided to move up the priority and schedule. This is a project to comply with a fairly new code.
N	8R082	Plaza, Entries and Interiors Remodel	571000	550	55999	06.30.2020	2,589,865						We will not spend the entire $2.6 million this fiscal year. We would like to reduce this project Budget by the same amount as the increase of the next two.
N	8R159	Admin & Guest Services Area Carpet Replacement	572000	550	55999	06.30.2017	103,991					OCC R&R - Reduction of project 8R082	The scope of this project was purposely expanded to carpet more area and take advantage of the mobilization conducted in preparation for the project and also to take advantage of the economic pricing of a larger purchase of the carpet.
N	8R161	Engineer Workspace Remodel	572000	550	55999	06.30.2017	36,144					OCC R&R - Reduction of project 8R082	This project when slightly over budget 3.3% ($1,144) this amendment is to match the budget to the over spend.
N	88170	OCC Facility Master Planning	524070	550	55999	06.30.2017	288,560						This project was always linked to its child project the Facility Condition Assessment. We wish to reduce the budget of this project by $10,000 and increase the budget for the FCA Project 8R171 by $10,000.
N	88171	OCC Facility Condition Assessment	542070	550	55999	06.30.2017	10,000					OCC R&R Reduction of project 88170	This project was always linked to its parent project the Facility Condition Assessment. We wish to reduce the budget of the parent project 8R170 by $10,000 and increase the budget for the FCA Project 8R171 by $10,000.
N	8R145	Keller Wall panels	527000	554	58999	06.30.2025	35,000						We want to reduce this project budget by the same amounts as the combined total of the subsequent project budget increases.

Mid-year Amendment TO FY 2016-17 BUDGET
Capital Project Detail

Attachment 4

MERC Venues

Resolution 17-4768

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	Est. End Date	Revised Project Budget					Source/s of Funding (Carry Fwd, Grant, etc.)	Other Project Comments
							2016-17	2017-18	2018-19	2019-20	2020-21		
N	85108	ArtBar Replacement	572000	554	58999	06.30.2018	200,000					P5 R&R & Aramark Capital Contribution - $170,000 Reduction of Project 8R145	The design and engineering for this project is budgeted in FY 2016-17, the construction of this project is budgeted in FY 2017-18, we want to move up the timeline on this and begin the project in earnest in the current year.
N	8R154	AHH Winni LED Par Theatrical Fixtures (R&R)	572000	554	58999	06.30.2018	25,000					P5 R&R - $10,000 Reduction of Project 8R145	we need another $10,000 to complete this project in the current year
N	8R093	AHH - Fire Alarm System	572000	554	58999	06.30.2018	225,000					P5 R&R - $50,000 Reduction of Project 8R145	we need another $50,000 to complete this project.
N	8R099	ASCH - Portland Sign Assessment & Refurb Scoping	572000	554	58999	06.30.2018	560,000					P5 R&R - $200,000 Reduction of Project 8R145	The bids for this project came back much higher than expected. To complete the project and make it safe, we need the extra $200,000 in budget.
N	8R157	ASCH Backstage Entry Door Replacement (R&R)	572000	554	58999	06.30.2018	65,000					P5 R&R - $35,000 Reduction of Project 8R145	Design, engineering and installation increased due to stipulations issued by the City of Portland Historic Review Commission.
N	8R121	AHH - Backstage Elevator Overhaul	572000	554	58999	06.30.2018	0						We wish to reduce the budget of this project by $235,000 and increase the budgets of the following two projects combined by the same amount.
N	8R152	Hatfield Hall Front of House Elevator Overhaul	572000	554	58999	06.30.2019	580,000					P5 R&R - Reduction of Project 8R121	We wish to reduce the budget of 8R121 by $100,000 and increase the budget of this project to $580,000.
N	8R100	AHH/ASCH/Keller Elevators Design and Scope	572000	554	58999	06.30.2018	150,767					P5 R&R - Reduction of Project 8R121	The proposal for the completion of this work came in much higher than expected. We wish to reduce the budget of 8R121 by $135,000 and increase the budget of this project by the same amount to $150,767.
N	8R153	P5 NMK/Winni FOH Lighting System Overhaul (R&R)	572000	554	58999	06.30.2017	0						We want to transfer the budget in this project to 8R090. both are Lighting projects and the focus needs to be on 8R090
N	8R090	Winningstad - House Lighting Control & Dimmers	572000	554	58999	06.30.2018	120,000					P5 R&R & Aramark Capital Contribution - Reduction of Project 8R153	This project is budgeted in FY 2017 and FY 2018. We need to increase the budget in the current year to accommodate the lengthy lead times for material delivery in order to complete the project in FY 2018.

Agenda Item No. 4.3

Resolution No. 17-4780, For the Purpose of Amending the Oregon Zoo Bond Implementation Plan and to Allocate Program Reserves

Resolutions

Metro Council Meeting
Thursday, March 16, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE OREGON ZOO BOND IMPLEMENTATION PLAN AND TO ALLOCATE PROGRAM RESERVES	) RESOLUTION NO. 17-4780)) Introduced by Chief Operating Officer) Martha J. Bennett with the Concurrence of) Council President Tom Hughes

WHEREAS, at the General Election held on November 4, 2008, the Metro Area voters approved Oregon Zoo Bond Measure 26-96, entitled "Bonds to Protect Animal Health And Safety; Conserve and Recycle Water"; and

WHEREAS, in 2010, the Zoo launched the Oregon Zoo Comprehensive Capital Master Plan process, to ensure that the Oregon Zoo Bond Measure is implemented within budget, in a fashion that effectively integrates bond projects with existing exhibits, preserves opportunities for future non-bond funded projects and makes the maximum use of existing and proposed infrastructure; and

WHEREAS, via Metro Council Resolution 11-4292, entitled “For the Purpose of Approving the Oregon Zoo Bond Implementation Plan,” the Metro Council approved the Zoo Bond Implementation Plan portion of the Oregon Zoo Comprehensive Capital Master Plan; and

WHEREAS, the Zoo Bond Implementation Plan contains bond fund allocation project budgets (“Project Budgets”) for each Oregon Zoo Bond Measure project. The Polar Bear Passage Project construction budget listed in the 2011 Bond Implementation Plan was $18,079,392. Including project staff and owner’s contingency costs, the total Project Budget was established at $20.1 million; and

WHEREAS, on February 4, 2016, to address escalating costs in the construction market, the Metro Council adopted Resolution 16-4684, entitled “For the Purpose of Amending the Oregon Zoo Bond Implementation Plan,” wherein Metro Council amended the Zoo Bond Implementation Plan portion of the Oregon Zoo Comprehensive Capital Master Plan to make $1 million in Polar Bear Passage Project Scope Reductions and approved the allocation of $2.6 million of Zoo bond program contingency funds to the Polar Bear Passage Project, for a revised project budget of $22,707,853; and

WHEREAS, on February 18, 2016, the Metro Council accepted the Chief Operating Officer’s recommendation and determined not to develop and operate a Remote Elephant Center; eliminated the Remote Elephant Center Set-Aside Fund from the Metro Council’s recommended list of Ballot Measure 26-96 projects set forth in Metro Council Resolution No. 08-3945; and directed staff to propose alternative uses for the $5.8 million bond funds currently allocated for that purpose; and

WHEREAS, the $125 million in bond funds originally available in 2008 to support animal welfare, conservation education and sustainable infrastructure investments at the Oregon Zoo has since increased to $149 million due to bond sale premiums, interest earnings, project savings/reallocations and grants, donations and rebates, and

WHEREAS the Zoo bond program holds current unallocated reserves of $12.5 million; and proposes to allocate a portion of said reserves; and

WHEREAS, for the Polar Bear Passage Project, Metro proposes to allocate $1 million from Zoo bond program reserves to address further cost escalation in the construction market and add an additional $2.2 million for project enhancements, consisting of $1.3 million in program reserves combined with $900,000 committed by the Oregon Zoo Foundation, for a revised project budget of $25.9 million; and

WHEREAS, the Primate/Rhino construction budget listed in the 2011 Bond Implementation Plan was $10,404,494. Including project staff and owner's contingency costs, the total Project Budget was established at $14.2 million; and

WHEREAS, for the Primate/Rhino project, Metro proposes to allocate an additional $2.6 million from Zoo bond program reserves to address further escalation of costs in the construction market, for a revised project budget of $16,846,069; and

WHEREAS, Metro proposes to allocate $1.5 million from Zoo bond program reserves to replace two old, outdated and inefficient emergency power generators and associated electrical infrastructure; and

WHEREAS, Metro proposes to allocate $3.3 million from Zoo bond program reserves to support program administration and central service costs through the end of construction of the bond program; and

WHEREAS, Metro proposes to allocate $1 million in Zoo bond program reserves to support close-out of the bond program and to hold as program contingency funds; and

WHEREAS, the Oregon Zoo Bond Citizens' Oversight Committee established by Bond Measure 26-96 (the "Oversight Committee") is responsible for reviewing progress on project improvements, monitoring spending, and considering and recommending project modifications to account for escalation in construction costs, and supports the allocation of bond program reserves set forth in this resolution, now therefore

BE IT RESOLVED that the Metro Council hereby:

Amends the Zoo Bond Implementation Plan portion of the Oregon Zoo Comprehensive Capital Master Plan to allocate Zoo bond program reserves as follows: $2.3 million to the Polar Bear Passage project budget; $2.6 million to the Primate/Rhino project budget; $1.5 million to address outdated electrical infrastructure; $3.3 million to support program administration and central service costs through the end of bond program construction; and $1 million to support close-out of the bond program and to hold for program contingency.

ADOPTED by the Metro Council this _____ day of March 2017

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17-4780, FOR THE PURPOSE OF AMENDING THE OREGON ZOO BOND IMPLEMENTATION PLAN AND TO ALLOCATE PROGRAM RESERVES

Date: March 6, 2017 Prepared by: Heidi Rahn, 503-220-5709

BACKGROUND

Zoo Bond Program Funding and Project Status

In 2008, voters approved $125 million in bond funds to support animal welfare, conservation education, and sustainable infrastructure investments at the Oregon Zoo. This funding has since increased to $149 million due to bond sale premiums, interest earnings, and grants, donations and rebates. The Oregon Zoo Bond Program currently has $12.5 million in unallocated funds available to support the final projects. Staff is seeking feedback from the Metro Council regarding the allocation of the remaining funds.

The Oregon Zoo is confident in its ability to complete all of the projects approved by the voters and to deliver on the public promise. The zoo has completed construction of five projects to date, all within approved budgets. The final three projects – Polar Passage, primate habitat and rhino habitat – are scheduled to be complete by 2020.

The scope and budget for each project was originally developed in 2011 as part of the Oregon Zoo Master Plan. Funds were allocated to each project to ensure successful completion. Given the significant construction cost escalation in the region and recommended scope modifications, staff seeks Council feedback on proposed project amendments.

Budget Allocation Process

Staff has engaged key stakeholders in project design and cost analysis, including Oregon Zoo staff, the Oregon Zoo Foundation and Oregon Zoo Bond Citizens' Oversight Committee. Staff presented a draft recommended budget allocation and project modifications during the March 7, 2017, work session for feedback.

The charter of the Oregon Zoo Bond Citizens' Oversight Committee calls for the Committee to make recommendations regarding significant project modifications and budget allocation. The group has set up a subcommittee to analyze fund availability and propose budget allocations to remaining projects. The Oversight Committee will recommend a budget allocation and project modifications to the Metro Council on March 16, 2017.

In December 2016, the Metro Council supported the following guiding principles defined by the Zoo Bond Citizens' Oversight Committee to address fund allocation:

- Align fund allocation to comply with the requirements and commitments of the original zoo bond ballot measure 26-96 and any other applicable legal restrictions or requirements.
- Recommend fund allocation that aligns with zoo conservation programming, anticipated species focus, and animal welfare priorities to the greatest degree possible and based on the best

information available – including the zoo's conservation priorities, zoo staff input, anticipated changes to Association of Zoos and Aquariums standards, financial forecasts, and cost estimates.

- Consider and be sensitive to public perceptions, seek to provide transparency about allocation changes, and highlight "value-added" contributions from nonbond sources.

The Metro Council also requested the zoo bond program continue to focus on supporting diversity and equity in upcoming zoo projects and their construction.

Budget Allocation Recommendation

Staff focused the budget allocation analysis on construction cost escalation, project scope modifications, and program administration. Proposed budget amendments ensure all three remaining projects can be successfully completed.

Cost Escalation

Staff proposes allocating $3.6 million to the original master planning budgets to address cost escalation on the three remaining projects.

Project Modifications

The Oregon Zoo Foundation recommends the allocation of $1.3 million to enhance the Polar Passage project, utilizing unallocated Foundation funds previously provided to the bond program. The Foundation will also provide an additional $900,000 to support project enhancements.

To continue investing in sustainable infrastructure, staff is recommending a budget allocation of $1.5 million to replace two outdated generators and associated electrical infrastructure critical to servicing animal areas.

Staff is also recommending an allocation of $1 million to support the close out of the bond program, address newly discovered needs on previously completed bond projects (e.g., changing animal welfare standards, facility challenges, etc.), and hold for program contingency. Any remaining contingency at the end of the program will be available for capital improvements identified in the master plan.

Program Administration

Program administration and central service costs through the end of the program are estimated to cost approximately $3.3 million more than originally budgeted. The additional funds will maintain appropriate staffing levels and pay for the necessary level of legal, accounting, procurement and other services provided by Metro shared services.

Recommended Allocation of Program Reserves

Current unallocated reserves	**$12.5 million**
Primate/rhino – cost escalation	($2.6 million)
Polar Passage – cost escalation	($1.0 million)
Polar Passage – project modifications	($1.3 million)
Electrical infrastructure	($1.5 million)
Contingency for bond close out	($1.0 million)
Program administration	($3.3 million)
Remaining unallocated*	**$1.8 million**

*Hold for Master Plan capital investments and/or update

Recommended Budget Amendments

	Proposed Amendment	Current Budget	Revised Budget
Polar Passage	$ 3,248,334*	$ 22,707,853	$ 25,956,187
Primate/rhino	$ 2,605,848	$ 14,240,221	$ 16,846,069
Electrical infrastructure	$ 1,500,000		$ 1,500,000
Program administration	$ 3,287,119	$ 3,912,881	$ 7,200,000
Program contingency/close out	$ 1,000,000		$ 1,000,000

*Includes $900,000 from Oregon Zoo Foundation

ANALYSIS/INFORMATION

1. **Known Opposition** None

2. **Legal Antecedents** Metro Code 2.04.054, 2.04.054©; Oregon Revised Statutes 279C.335(4).

3. **Anticipated Effects** Staff feels that the costs are reasonable and necessary for the continued successful execution of the bond promise.

4. **Budget Impacts** Allocation of $10.7 million of the $12.5 million in unallocated zoo bond program reserves will assist in the successful completion of the polar bear, primate and rhino habitat upgrades, support critical energy infrastructure upgrades, and ensure the ballot measure commitments are met.

RECOMMENDED ACTION

Amend the Zoo Bond Implementation Plan portion of the Oregon Zoo Comprehensive Capital Master Plan to allocate Zoo bond program reserves as follows: $2.3 million to the Polar Bear Passage project budget; $2.6 million to the PRIMATE/Rhino project budget; $1.5 million to address outdated electrical infrastructure; $3.3 million to support program administration and central service costs through the end of bond program construction; and $1 million to support close-out of the bond program and to hold for program contingency.

Agenda Item No. 5.1

Ordinance No. 17-1395, For the Purpose of Adopting Solid Waste Charges and User Fees for FY 2017-18

Ordinances

Metro Council Meeting
Thursday, March 16, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING SOLID WASTE CHARGES AND USER FEES FOR FY 2017-18.	) ORDINANCE NO. 17-1395)) Introduced by Chief Operating Officer) Martha Bennett with the concurrence of) Council President Tom Hughes

WHEREAS, Metro Code Chapter 5.02 establishes charges for the acceptance of solid waste at Metro Central and Metro South transfer stations; and,

WHEREAS, Metro Code chapters 5.01 and 5.02 establish user fees on solid waste accepted at all disposal sites in the system; and,

WHEREAS, Metro Code Section 5.06.030 establishes a community enhancement fee in an amount not to exceed $1.00 on solid waste delivered to eligible solid waste facilities in the Metro region; and,

WHEREAS, Metro's costs for solid waste services and programs have changed; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

Section 1. Solid Waste Fees and Charges. The schedule of solid waste fees and charges attached hereto as Exhibit "A" is approved, and shall be implemented on the Effective Date of this ordinance.

Section 2. Effective Date. This ordinance shall become effective on July 1, 2017.

ADOPTED by the Metro Council this _____ day of ____, 2017.

Tom Hughes, Council President

Attest:

Approved as to Form:

Nellie Papsdorf, Recording Secretary

Alison R. Kean, Metro Attorney

Exhibit "A" to Ordinance No. 17-1395

SCHEDULE OF SOLID WASTE FEES AND CHARGES

Effective July 1, 2017

Charges at Metro Central Station and Metro South Station

Tonnage Charges by waste class

The rates per ton pursuant to Metro Code sections 5.02.025(a)(1) and 5.02.029 shall be:

(1)	Mixed solid waste	$ 63.20
(2)	Wood waste or yard debris (separated or comingled)	48.69
(3)	Residentially generated organic waste	67.50
(4)	Commercially generated organic waste (Metro Central only)	65.23

Transaction Charges by transaction class

The rates per transaction pursuant to Metro Code 5.02.025(a)(3) shall be:

(1)	For users of staffed scales	$ 10.00
(2)	For users of automated scales	2.00

Minimum Charges

Minimum tonnage charges pursuant to Metro Code sections 5.02.025(b) and 5.02.029(h)(2) shall be based on 380 pounds for all classes of solid waste.

Fees on Disposal of Solid Waste

Regional System Fees by waste class

The rates per ton pursuant to Metro Code sections 5.01.150, 5.02.045 and 5.02.047 shall be:

(1)	Cleanup material contaminated by hazardous substances	$ 2.50
(2)	All other solid wastes	18.12

Community Enhancement Fees

The rates per ton pursuant to Metro Code sections 5.06.030 shall be:

(1)	Putrescible solid waste	$ 1.00
(2)	Non-putrescible solid waste (as authorized by Metro Chief Operating Officer)	1.00

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 17-1395 FOR THE PURPOSE OF ADOPTING SOLID WASTE CHARGES AND USER FEES FOR FY 2017-18.

Date: March 16, 2017 Presented by: Tim Collier, FRS (Ext. 1913)

Summary

Each year, the Chief Operating Officer proposes new solid waste rates as part of the budget process. The changes are needed to keep current with costs and tonnage flows.

Main points of this legislation.

- Metro's tip fee for garbage is proposed to be $94.95 in FY 2017-18. This is a decrease of $1.30(1.35%) from the current rate. It will result in a small decrease every month to ratepayers. The change is driven by a decrease in the regional system fee of $0.36 and a $0.95 decrease in the Metro Excise Tax. The tonnage charge for garbage will only increase $0.01. (More information on the Regional System Fee is provided on the next page.)
- Transaction fees of $2 for staffed transactions (fees paid by self-haulers) and $1 for automated transactions will remain unchanged.
- The minimum load size will remain at 380 pounds , while the minimum load charge is held constant at $28
- Tip fee increases are proposed for residential organic waste accepted at Metro regional transfer stations. This increase stems from increases in Metro's per-ton contract cost. The rate model also suggests an increase of $6.40 per ton for commercial organics, however, staff is proposing to keep the rate flat to support Metro's recovery work in this area. The impact of this rate buy-down is projected to be $103,364 in FY 2017-18. This rate decision will be reviewed annually for appropriateness.
- The tip fee for clean wood and yard debris is increasing by $0.91 per ton.

Adoption of Ordinance No. 17-1395 would authorize the following charges at Metro regional transfer stations, effective July 1, 2017.

Table 1. Proposed Solid Waste Charges at Metro Regional Transfer Stations
Rates Effective July 1, 2017

Rates	Current	**Proposed**	Change
Fees per transaction			
Users of staffed scales	$10.00	**$10.00**	**$– 0 –**
Users of automated scales	2.00	**2.00**	**– 0 –**
Fees per ton (Tip Fees)			
Mixed solid waste ("refuse")	$ 96.25	**$ 94.95**	**- $ 1.30**
Clean wood	48.78	**49.69**	**0.91**
Yard Debris	48.78	**49.69**	**0.91**
Residential organics	64.61	**68.50**	**3.89**
Commercial organics	66.23	**66.23**	**– 0 –**

Background Part 1. Overview of Metro's Solid Waste Rates

Metro maintains two classes of solid waste rates. One class, the Regional System Fee, is charged on all disposal. The second class is a suite of charges for services at Metro regional transfer stations only.

1. **Regional System Fee** is a universal charge on the disposal of garbage. It is levied at all landfills, the Marion County waste to energy facility, Forest Grove Transfer Station, and the Metro stations. There are two levels of system fee: one for mixed solid waste, and a reduced rate for environmental cleanup materials. The proposed rates are $18.12 and $2.50 per ton, respectively. System fees raise about $25 million per year and pay for Metro's regional solid waste programs and services: household hazardous waste, latex paint recovery, St. Johns Landfill management, facility regulation, illegal dumpsite cleanup, and resource conservation and recycling.
2. **Charges for services at the Metro stations** cover the costs of Metro's transfer station operations, transport, processing and disposal. Each customer pays a two-part fee: a fixed charge for the transaction costs and a variable charge ("tip fee") for each ton in the load.
   - **"Transaction Charges"** are the fixed fees for each load of waste accepted. There are two levels of transaction fee: one for users of the staffed scales (mainly self-haulers), and another for users of the automated scales (mainly commercial haulers). Together they raise about $3.1 million dollars per year and pay for the cost of operating the scalehouses and related functions.
   - **"Tip Fees"** are different for each waste stream – garbage, residential organics, commercial organics, and wood/yard debris – and reflect the costs that are specific to each stream. The current and proposed rates are shown in Table 1.

     Every tip fee is made up of a ***Tonnage Charge*** and various pass-throughs (Table 2). The tonnage charge pays for the costs of doing the work. In this region, the Regional System Fee, Metro excise tax, and DEQ fees are charged on all disposal. Together, Metro's tonnage charges raise about $35 million per year, and pay for the costs of station operations, recovery, transport, processing, disposal, capital and management.

     Of the add-on components, the Regional System Fee, the DEQ fee and the excise tax are set to experience small increases. The Regional System Fee is decreasing by 36 and the excise tax is decreasing 95 cents. These changes, combined with an increase in the tonnage charge one cent results in the Metro tip fee decreasing by $1.30 – $94.95 per ton from $96.25 per ton.

Table 2. Components of Proposed Metro Tip Fees by Waste Stream
Rates Effective July 1, 2017

Rate Component	Mixed Solid Waste	Organic Waste: Clean Wood or Yard Debris	Organic Waste: Residential Organics	Organic Waste: Commercial Organics
Tonnage Charge	$63.20	$48.69	$67.50	65.23
Covers costs of transfer, transport, recovery, disposal.				
Pass-Throughs				
Government fees and taxes levied at disposal sites.				
Regional System Fee	$18.12	-*-	-*-	-*-
Metro excise tax	10.81	-*-	-*-	-*-
DEQ fees	1.82	-*-	-*-	-*-
Enhancement Fee	1.00	1.00	1.00	1.00
Total = Tip Fee	**$94.95**	**$49.69**	**$68.50**	**$66.23**

* It is the policy of Metro and DEQ to support material recovery and recycling by levying solid waste surcharges and taxes on the waste that is ultimately disposed. For this reason, the Regional System Fee, Metro excise tax, and DEQ fees are not included in the tip fees for organic wastes.

Background Part 2. Understanding the Proposed FY 2017-18 Rates

There are four main reasons for the changes in the proposed FY 2017-18 rates.

1. **Tonnage**. Staff expects year-over-year mixed solid waste tonnage increases to continue through FY 2017-18, with private stations expected to realize the bulk of the increase. The added tonnage has put downward pressure on marginal costs, resulting in a decrease regional system fees and minimal increases tonnage charges for mixed solid waste.

2. **Changes in demand for wood waste & yard debris.** In the fall of 2015, SP Recycling, which received 80% of Metro's wood waste from mixed recovery operations, closed operations. The effect has been a significant diversion wood waste tonnage to the mixed solid waste stream. Metro now charges the same rate for wood and yard debris. Thus, decreases in wood tons since the SP Recycling closure coupled with a forecasted year over year decrease in yard debris tons have put upward pressure on the unit cost to process this waste. For FY 2017-18, the wood/yard debris rate is expected to increase 91 cents.

3. **Changing organics environment** The rates for residential organics continue to be set at a level that covers their costs. The rate increase for residential and commercial organics is driven by underlying costs and tonnage. However, Metro's work on commercial food waste recovery is behind the staff recommendation to keep commercial organics rate flat for FY 2017-18. The financial impact is small and this decision is important to help advance commercial food waste recovery efforts.

4. **The excise tax**. The tax rate is set automatically by a formula in the Code each year, and is never a formal part of the rate ordinance. However, it is related to the rate actions because it is part of the tip fee (Table 2). For FY 2017-18, the excise tax rate will decrease 95 cents to $10.81 per ton.

Information/Analysis

1. **Known Opposition**. There is no known opposition. The majority of ratepayers at Metro stations will experience an increase in Metro's tip fee for residential organic waste, wood and yard debris.

2. **Legal Antecedents**. The process for setting Metro's solid waste rates are set forth in Metro Code Chapter 5.02. Ordinance 14-1323 removed the specific Metro solid waste rates from Metro Code Chapter 5.02 and requires adoption of the rates via a separate ordinance and rate schedule. Metro reviews solid waste rates annually. The proposed FY 2017-18 rates comply with the restriction set forth in Chapter III, Section 15 of the Metro Charter limiting user charges to the amount needed to recover the costs of providing goods and services.

   The excise tax rate is established automatically by a passive mechanism set forth in Metro Code sections 7.01.020 and 7.01.022 and does not require council action to take effect.

3. **Anticipated Effects**: If adopted, this ordinance would decrease the tip fee for mixed solid waste at Metro transfer stations by $1.30 per ton. It would also increase the tip fees for yard debris, wood and residential organic wastes by the amounts set forth in Table 1.

4. **Budget Impacts.** The rates established by this ordinance are designed to raise $64.7 million in enterprise revenue during FY 2017-18. This revenue would cover the cash requirements of the proposed FY 2017-18 solid waste budget.

RECOMMENDATION

The Chief Operating Officer recommends adoption of Ordinance No. 17-1395.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Memo*

Date: March 16, 2017
To: Metro Council
From: Tim Collier, Director, Finance and Regulatory Services
Subject: Solid Waste Rate Report for Fiscal Year 2017-18

As required by Metro Code 5.02.020 (e) (1), this report provides the context for the solid waste rate making process and documents the methodologies, data, assumptions, adopted criteria and any other factors used by the Chief Operating Officer in calculating the proposed rates and the response to the recommendations of the independent review.

Methodology

Last year, Metro engaged a consulting firm to review the solid waste rate setting process and provide recommendations for improving and simplifying development of those rates. In response to recommendations provided by the consultant, Metro implemented a new rate model based on a standard rate setting process:

- Step 1: Identify revenue requirements. This step identifies the total annual financial obligations of the system. This includes operations, capital improvements and replacements and fiscal policy compliance.
- Step 2: Allocate costs. This step establishes rate equity through cost causation or the cause and effect relationship between different costs and activities that cause those costs to be incurred.
- Step 3: Forecast activity. This step establishes a forecast for the solid waste activity anticipated for the coming fiscal year.
- Step 4: Establish Fees/Charges. This step achieves required revenue levels by establishing rates and charges that accurately reflect the cost to provide a particular service.

<u>Step 1 – Identify Revenue Requirements</u>

Revenue requirements are determined by projecting costs for the various solid waste functions that Metro performs. Those functions include:

Disposal Services. Metro owns two transfer stations that provide disposal services to commercial haulers, businesses and the public. Metro staffs the scalehouses, but the operation of the stations, transport and disposal are all performed by private operators under long-term contracts with Metro. Metro finances and manages this function as a municipal utility.

Regional Programs. Metro provides or participates in solid waste services and programs with region-wide impact. Some of these stem from state mandates. Others are driven by Metro's own goals and policies for the solid waste system. These programs and services are closer in form to public goods rather than utility functions. The programs are:

- Household hazardous waste reduction
- Latex paint recovery
- Resource conservation and recycling
- Landfill closure and stewardship

- Illegal dumpsite monitoring and clean-up

Regulation. Metro regulates privately-owned disposal facilities and manages its own flow control authority through a system of licensing, franchising, inspection and enforcement.

Revenue Requirement Summary

	Scalehouses	Municipal Solid Waste	Wood/Yard Debris	Residential Organics	Commercial Organics	Regional System Fee
Revenue Requirement	$3,169,249	$ 34,445,784	$741,973	$3,725,117	$1,160,411	$ 24,951,275
Percentage of Total	4.65%	50.51%	1.09%	5.46%	1.70%	36.59%

Step 2 – Allocate Costs

The rate process uses a cost of service approach that distributes costs based on a proportionate share of costs required to provide service. The methodology used identifies how expenses are allocated to the solid waste system functional areas including disposal and recovery, regional programs, sustainability, clean-up and compliance and general and administrative. Allocations are based on staff time, tickets processed, floor area and tonnage. The allocation factor is designed to be an equitable expression of the how and why the cost is incurred.

The cost of service details cost allocation for an additional layer of service by waste type; mixed solid waste, wood waste, yard debris, residential organics and commercial organics. Costs associated with processing each waste type were reviewed and discussed with Metro staff and/or engineers. The cost of service process reviewed existing cost allocation approaches and identified changes and additional allocation factors used in the process. A sensitivity analysis indicating the rate change/impact of alternative general and administrative cost allocations was included in the review.

Step 3 – Forecast Activity

Metro staff reviewed tonnage information from the current fiscal year and projected anticipated levels of tonnage and transactions by material type at Metro transfer stations and private facilities.

Summary of Tonnage Forecast

		Projected		
Facility	Material Class	FY 2016	FY 2017	% Change
Metro Central	Wet waste	172,661	191,394	10.85%
Metro Central	Dry waste	60,268	63,480	5.33%
Metro South	Wet Waste	156,852	161,732	3.11%
Metro South	Dry waste	124,178	128,450	3.44%
Private	Wet waste	437,013	483,624	10.67%
Private	Dry waste	397,039	467,517	17.75%

Summary of Transactions

		Projected		
Facility	Transaction Type	FY 2016	FY 2017	% Change
Metro Central	Staffed	92,214	90,388	-1.98%
Metro Central	Automated	52,850	56,310	6.55%
Metro South	Staffed	181,561	192,304	5.92%
Metro South	Automated	50,110	47,058	-6.09%

Step 4: Establish Fees/Charges

Unit costs were developed for each rate/fee charged. The unit costs were analyzed to identify any warranted shifts in cost burden that could improve equity between the fees/charges. The result of the cost of service process is a calculated rate/fee for providing solid waste services.

Summary of Fees and Charges for FY 2017-18

	Mixed Solid Waste	Clean Wood/Yard Debris	Residential Organics	Commercial Organics
Transaction Fee				
Staffed Scalehouse	$ 10.00	$ 10.00	$ 10.00	$ 10.00
Automated Scalehouse	$ 2.00	$ 2.00	$ 2.00	$ 2.00
Tip Fee				
Tonnage Charge	$ 63.20	$ 48.69	$ 67.50	$ 65.23
Regional System Fee	$ 18.12			
Excise Tax	$ 10.81			
DEQ Fees	$ 1.82			
Community Enhancement Fees	$ 1.00	$ 1.00	$ 1.00	$ 1.00
Total Tip Fee	$ 94.95	$ 49.69	$ 68.50	$ 66.23

Assumptions

See Attachment A for the full list of assumptions used in the rate model. Key points are summarized below:

- Costs for disposal charges driven by contract cost inflation
- Other expenses based on budget estimates used in the Chief Operating Officer's budget
- Overall inflation assumptions match those used in the FY 2017-18 budget process
- Tonnage forecast is based on the forecast developed for the FY 2017-18 budget process and five year forecast

Criteria

In developing the rates, staff relied on Metro's legal authority as determined by the Metro Code and Oregon Revised Statute, as well as policies adopted by the Metro Council and other informal guidance used by staff. Those factors and criteria are summarized below.

Authority. Metro's authority to charge fees for goods and services is derived from the Oregon Constitution, from the Metro Charter and from the provisions of Oregon law, including Oregon Revised Statutes Chapter 268. ORS 268 also enumerates Metro's authorities over solid waste.

Allowable expenditures are set in state law. Under state law, Metro is limited to using the revenue derived from disposal fees only on activities related to solid waste. Specifically:

[T]he metropolitan service district shall use moneys collected by the district as service or user fees for solid waste disposal for (1) activities of the metropolitan service district related to solid waste, including activities of regional concern that are directly related to reducing the environmental impact from the generation, collection, transportation, processing and disposal of solid waste; and (2) planning, administrative and overhead costs for activities of the district related to solid waste. *[Oregon Revised Statutes section 459.335]*

User charges limited to the cost of service. The Metro Charter restricts the types of costs that may be recovered from user charges:

… charges for the provision of goods or services by Metro may not exceed the costs of providing the goods or services. These costs include, but are not limited to, costs of personal services, materials, capital outlay, debt service, operating expenses, overhead expenses, and capital and operational reserves attributable to the good or service. *[Metro Charter, Chapter III. Finance, Section 15]*

Metro code section 5.01.150 and Chapter 5.02 govern solid waste rates. (Chapter 7.01 governs the Metro excise tax generally, and various subsections address the solid waste excise tax in particular.)

Adopted Policies. In 1993 Metro adopted policies (Resolution 93-1824A) to guide choices during rate making:

- Financial Criteria
    - Revenue adequacy, reliability and predictability
    - Authority to implement
    - Implementation and administrative cost and effort
    - Impact on credit rating
- Economic Effects
    - Rate payer equity and affordability
    - Impacts on the costs of living and of doing business in the region
- Environmental and Management
    - Consistency with agency-wide planning policies and the Solid Waste Management Plan
    - The rate structure should encourage waste reduction, reuse, and recycling

Bond Covenants. Metro continues to employ a number of the business practices that implemented its bond covenants even though the bonds were retired in December 2008:

- Pay as you go: means that ongoing costs are to be paid with ongoing revenue.
- Coverage to ensure revenue adequacy. One of Metro's practices for meeting the debt service coverage was to base the revenue requirement on the budget rather than expected expenditures. Metro generally continues to follow this practice. Exceptions are explicitly noted.
- Operating surpluses. The priority for the use of operating surpluses is: restore contingencies, fund the new capital reserve, and hold any remaining surplus as undesignated fund balance.

Independent Review Response

CH2M Hill Engineers, Inc. provided the following recommendations in their report dated March 1, 2017:

Recommendations:

1) Implement a rate review process that looks at a longer horizon period (current period is 1 year). We recommend a 3-5 year planning period so potentially large rate impacts associated with unusually large capital replacements or other large one time expenditures can be spread out over a period of years rather than a single year. This strategy would help avoid potential large spikes in rates. Strategic use of reserves, such as the Rate Stabilization Fund, can also be used to mitigate the effects of significant increases in costs.

Response: Staff recently began evaluating potential options for incorporating a longer planning horizon into the rate development process.

2) Where applicable in the model, refer to actual historical revenues and expenditures instead of budget data when information is available.

Response: Staff will evaluate opportunities to include additional historical actual revenue and expense data into the model.

3) Metro may want to consider options for redefining its capital funds to meet specific needs. For example, Metro could consider setting a target balance in its capital fund that is sufficient to meet its needs if a large component of its system were to fail prematurely. This is a consistent with the recommendation from the FCS Group Review of Reserve Funds from August 2015.

Response: As part of incorporating a long-term planning horizon into the rate setting process, Staff from Finance and Regulatory Services will work with Property and Environmental Services to, where applicable, align capital funds with specific needs and benchmarks as prescribed by the FCS Group Reserve Study.

4) By funding the rate stabilization fund from annual budget surpluses, the balance of this fund has been climbing. Metro may want to define a target balance for its Rate Stabilization Fund, or range within which this fund will be managed.

Response: Staff from Finance and Regulatory Services and Property and Environmental Services will work together to establish feasible reserve targets for the Rate Stabilization Fund.

5) Based on the current balances in the utility's reserve funds, Metro may want to consider drawing down some of the reserves in its operating and rate stabilization funds to offset the need for rate increases in the current or future years. Similarly, additional contributions to the Capital Fund may not be warranted given the existing and projected capital improvement plan. Thus, funds that may have been accumulating in the Capital Fund could be used to offset rate increases in the current or future years.

Response: Metro concurs with this recommendation and plans to use rate stabilization reserves in FY2017-18 to avoid a significant increase in the commercial organics rate. Similar considerations are reviewed annually for all waste types.

6) The model that was provided for CH2M's review includes financial projections that are based on Metro's existing rates and charges. In the future, Metro may want to consider updating its financial model to reflect its proposed rates, prior to having its model results reviewed by an outside consultant. This would help ensure that the independent review can evaluate Metro's pro forma financial results given the rates that are proposed for adoption. For the current year review, the rates that are being proposed for FY 2017-18, reflect only minor changes from the rates that are currently in effect, and thus should not have materially different results. However, if more significant rate adjustments had been proposed, it will be important for the outside consultant to evaluate the financial results given those proposed rate adjustments.

Response:

Metro concurs and will update proposed rates into the revenue calculation prior to submission for 3rd party review. This addition will not impact how rates are calculated as they are strictly based on cost of service.

Metro

Solid Waste Rate Study

Assumptions

Attachment A

Economic & Financial Factors	FY 2018
General Cost Inflation	1.98%
Construction Cost Inflation	3.26%
Labor Cost Inflation	2.67%
Benefit Cost Inflation	10.00%
Weighted Labor and Benefits	4.90%
General Inflation plus Composite Growth	7.55%
Customer Growth	5.47%
No Escalation	0.00%
CPI Inflation - Central	1.96%
CPI Inflation - South	1.91%
CPI Inflation - CM. Organics	1.58%
CPI Inflation - Disposal	1.50%
CPI Inflation - Transport	1.69%
Fuel Cost Escalation	7.19%
Manual Input	
Investment Interest	0.50%
Labor and Benefits Split	
Salary Share	69.53%
Benefits Share	30.47%

Accounting Assumptions		FY 2018
FISCAL POLICY RESTRICTIONS		
Minimum Operating Fund Balance Target		
Select Minimum Operating Fund Balance Target	1	
1 - Defined as Days of O&M Expenses		
Min. Op. Fund Balance Target (days of O&M expense)		45
Max. Op. Fund Balance (days of O&M expense)		45
2 - Amount at Right ==>		
Min. Op. Fund Balance Target		$ 4,000,000
Max. Op. Fund Balance		$ 4,000,000
Minimum Capital Fund Balance Target		
Select Minimum Capital Fund Balance Target	2	
1 - Defined as % of Plant		
Plant-in-Service in FY 2014	$	
Minimum Capital Fund Balance - % of plant assets		1.00%
2 - Amount at Right ==>		$ 1,200,000
EQUIPMENT REPLACEMENT FUNDING		
Select Equipment Replacement Funding Strategy	4	
Depreciation in FY 2014	$	
Amount of Annual Cash Funding from Rates		
1 - Equal to Annual Depreciation Expense		$ 1,381,447
2 - Equal to Annual Depreciation less Annual Debt Principal Payments		$ 1,381,447
3 - Equal to Amount at Right ==>		$ -
4 - Do Not Fund Equipment Replacement		

Metro

Solid Waste Rate Study

Assumptions

Capital Financing Assumptions		FY 2018
FUNDING SOURCES		
Grants		$ -
Additional Proceeds (Costs)		
[Extra line]		$ -
[Extra line]		-
[Extra line]		-
[Extra line]		-
[Extra line]		-
Total Additional Proceeds		**$ -**
REVENUE BONDS		
Term (Years)		20
Interest Cost		5.00%
Issuance Cost		1.50%
Revenue Bond Coverage Requirement	**1.25**	
LOW-INTEREST LOANS		
Term (Years)		20
Interest Cost		1.00%
Required Local Match		5.00%
OTHER LOANS		
Term (Years)		20
Interest Cost		4.00%
Issuance Cost		0.00%

FY 2017-18 Tip & Transaction Fees and Comparison with Current Rates

March 1, 2017

Charges at Metro Transfer Stations	Current	Proposed FY 2017-18	Change	
Transaction Fees (per load)	$ 10.00	$ 10.00	$ -	
Staffed	2.00	2.00	-	
Automated				
Tip Fee for Mixed Solid Waste				
Tonnage Charge	$ 63.19	$ 63.20	$ 0.01	
Regional System Fee	18.48	18.12	(0.36)	
Metro Excise Tax	11.76	10.81	(0.95)	
DEQ Fees	1.82	1.82	-	
Community Enhancement Fee	1.00	1.00	-	
Total = Metro Tip Fee	$ 96.25	$ 94.95	$ (1.30)	-1.35%
Minimum load charge	$ 28	$ 28	$ -	
Maximum pounds per load	*380*	*380*	-	

Tip Fees for Organic Wastes at Metro Stations

Waste Class	Current	Proposed FY 2017-18	Change
Wood/yard debris	$ 48.78	$ 49.69	$ 0.91
Residential organics	64.61	68.50	3.89
Commercial organics	66.23	66.23	-

Solid Waste Excise Tax Rate and Yield Analysis
FY 2017-18
Detailed Worksheet

Calculation of the Tonnage Base for the Tax Rate

Waste Subject to Target Recovery

Waste delivered to disposal sites in 2016	1,713,157
of which: Special waste	99,379
Recovery at regional transfer stations	18,730
Environmental cleanup materials	390,201
Solid waste ('counting waste') landfilled after recovery	1,204,847

Disposal if Target Recovery Rate Met

Solid waste landfilled after recovery	1,204,847
Imputed generation at 53.9% recovery	2,612,297
Disposal if 58% recovery target met	1,097,165

Tonnage Base for the Tax Rate

Disposal at target recovery	1,097,165
plus Special waste	99,379
plus Recovery at regional transfer stations	18,730
Target base for the rate	**1,215,274**

Calculation of Revenue Requirement

Current (FY 2016-17) statutory yield	$12,915,727
Inflation factor at 1.7% inflation rate	102%
FY 2017-18 statutory yield	$13,135,294
Revenue requirement	**$13,135,294**

Calculation of the Rate

Revenue requirement	$13,135,294
divided by: Target base for the rate	1,215,274
FY 2017-18 excise tax rate per ton	**$10.81**
Change from current rate of $11.76	*($0.95)*
	(8.1%)

Yield Analysis

FY 2017-18 full-fee projections	
Jul. 1, 2017 tonnage	0
Jul. 1, 2017 revenue at $11.76 / ton	$0
Jul. 1, 2017 - Jun. 30, 2018 tonnage	1,393,302
Jul. 1, 2017 - Jun. 30, 2018 revenue at $10.81 / ton	$15,061,595
FY 2017-18 projected cleanup tonnage	436,987
Cleanup revenue at $1.00 per ton	$436,987
Total expected revenue	**$15,498,582**
Statutory yield	$13,135,294
Revenue over / (under) statutory yield	**$2,363,288**
Percentage over / (under) statutory yield	*18.0%*

Agenda Item No.5.2

Ordinance No. 17-1397, For the Purpose of Addressing State Rule Requirements Regarding the Amount of Urban Reserves and the Balance of Urban and Rural Reserves in the Metro Region

Ordinances

Metro Council Meeting
Thursday, March 16, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDRESSING STATE RULE REQUIREMENTS REGARDING THE AMOUNT OF URBAN RESERVES AND THE BALANCE OF URBAN AND RURAL RESERVES IN THE METRO REGION	))))))	Ordinance No. 17-1397 Introduced by Chief Operating Officer Martha Bennett in concurrence with Council President Tom Hughes

WHEREAS, in 2007 the Oregon Legislative Assembly enacted SB 1011, authorizing Metro and the three counties in the Metro region to designate urban and rural reserves; and

WHEREAS, between 2008 and 2010 Metro and the three counties conducted an extensive public process bringing together citizens, stakeholders, local governments and state agencies to consider and apply the urban and rural reserve factors to land surrounding the Metro urban growth boundary (UGB); and

WHEREAS, in 2010 Metro and each of the three counties entered into intergovernmental agreements mapping the areas that were determined to be most appropriate as urban and rural reserves under the applicable factors; and

WHEREAS, in 2011 Metro and the three counties submitted ordinances and findings formally adopting the urban and rural reserve designations to LCDC for acknowledgement, and those designations were approved and acknowledged by LCDC in 2012; and

WHEREAS, in 2014 the LCDC acknowledgement order was remanded by the Oregon Court of Appeals, and the Oregon Legislative Assembly enacted HB 4078, which legislatively designated a revised map of urban and rural reserve areas in Washington County; and

WHEREAS, in 2015 LCDC issued an order remanding the remaining urban and rural reserve designations to Metro, Multnomah County, and Clackamas County for further review consistent with the Court of Appeals opinion; and

WHEREAS, in 2016 the Metro Council addressed the remand issues arising out of Clackamas County via Ordinance No. 16-1368, which adopted findings concluding that the urban reserve study areas identified as areas 4A, 4B, 4C, and 4D (generally referred to as "Stafford") were correctly designated as urban reserve areas; and

WHEREAS, Metro now must adopt findings addressing two state rule requirements that apply to the designation of urban and rural reserves across the entire region, in light of (a) the Metro Council's adoption of newer regional urban growth projections in the 2014 Urban Growth Report, and (b) the reduction of urban reserve acreage in Washington County via HB 4078; and

WHEREAS, Metro held public hearings on March 2, 2017 and March 16, 2017 at which the Metro Council accepted testimony regarding the urban and rural reserve designations in the Metro Region; and

WHEREAS, the Metro Council has reviewed the staff report, the testimony submitted by interested parties, and all other materials in the record, and now concludes that (a) the amount of existing urban reserves in the region is sufficient to accommodate urban growth in the region for between 40 and 50 years after 2015, and (b) the balance in the designation of urban and rural reserves across the region best achieves the goals of creating livable communities while protecting farms, forests, and natural landscape features; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Findings of Fact and Conclusions of Law in Exhibit A, attached and incorporated into this ordinance, explain how the urban and rural reserve designations adopted in 2011 by Metro Ordinance No. 11-1255, as modified by the 2014 Oregon legislature in House Bill 4078, are consistent with state law.

2. The prior record of proceedings before the Metro Council in Ordinance No. 16-1368 is hereby adopted and incorporated as part of the record in this proceeding.

ADOPTED by the Metro Council this _____ day of April 2017.

_____
Tom Hughes, Council President

Attest:

_____
Nellie Papsdorf, Recording Secretary

Approved as to Form:

_____
Alison R. Kean, Metro Attorney

Exhibit A to Ordinance No. 17-1397

The findings set forth below include the supplemental findings of the Metro Council arising out of this proceeding regarding the amount of urban reserves and region-wide balance of urban and rural reserves under applicable state rules. The findings below will replace Section V of the findings adopted by the Metro Council in Ordinance No. 16-1368.

V. SUPPLEMENTAL FINDINGS REGARDING SUPPLY OF URBAN RESERVES AND REGIONWIDE BALANCE

The findings in this Section V supplement the findings adopted by the Metro Council in support of the original 2011 approval of urban and rural reserves via Metro Ordinance 11-1255. To the extent any of the findings in this section are inconsistent with other findings in this document that were previously adopted in 2011, the findings in this Section V shall govern. These findings address issues related to the regionwide supply of urban reserves and the overall balance of reserves in light of (a) the Metro Council's adoption of the current Urban Growth Report in 2015, and (b) the Oregon Legislature's enactment of House Bill 4078.

On April 21, 2011, Metro enacted Ordinance 11-1255 adopting the urban and rural reserve designations agreed upon by Metro and the three counties, and submitted that ordinance and accompanying findings to LCDC for acknowledgement. On August 19, 2011, LCDC voted to approve and acknowledge the reserve designations made by Metro and the counties, and LCDC issued Acknowledgment Order 12-ACK-001819 on August 14, 2012. Twenty-two parties filed appeals of the LCDC Order, and on February 20, 2014 the Oregon Court of Appeals issued its opinion in the *Barkers Five* case, affirming LCDC's decision regarding the majority of the 26 assignments of error raised by the opponents, and remanding the LCDC Order on three substantive issues.

First, the court concluded that LCDC incorrectly approved Washington County's application of the rural reserve factors pertaining to agricultural land, because the county relied on factors that were different from those required by statute for determining whether lands should be designated as rural reserve. The court held that the county's error required remand of all urban and rural reserves in Washington County for reconsideration.

Second, the court held that LCDC incorrectly concluded that Multnomah County had adequately considered the rural reserve factors pertaining to Area 9D. The court found that the county's findings were not sufficient to explain why its consideration of the applicable factors resulted in a designation of rural reserve for *all* of Area 9D, given the fact that property owners in that area had identified dissimilarities between the northern and southern portions of the study area.

Finally, the court held that LCDC did not correctly review Metro's urban reserve designation of the Stafford area for substantial evidence. The court concluded that Metro failed to adequately respond to evidence cited by opponents from Metro's 2035 Regional Transportation Plan (RTP)

indicating that traffic in the Stafford area was projected to exceed the capacity of certain roads by 2035.

Immediately after the Court of Appeals issued its opinion, work began on legislation designed to resolve issues regarding the remand of urban and rural reserves in Washington County. On March 7, 2014 the Oregon Legislature passed House Bill 4078, which legislatively approved Metro's 2011 UGB expansion, added an additional 1,178 acres of urban reserves to the UGB, and made other revisions to the reserves map in Washington County.

As described in Section IV of these findings, when Metro and the three counties adopted their maps of reserve areas, they agreed on a total of 28,256 acres of urban reserves, which reflected Metro's estimate of the acreage that would be required to provide a 50-year supply of urbanizable land as contemplated under ORS 195.145(4). The specific forecast described above in Section IV is for a range of between 484,800 and 531,600 new dwelling units over the 50-year period ending in 2060. Metro relied on the high point of that forecast range in estimating that the region would need a supply of urban reserves sufficient to provide for approximately 152,400 new dwelling units outside of the existing UGB through 2060.

After LCDC voted to approve Metro's findings and acknowledge the designation of 28,256 acres of urban reserves in August of 2011, Metro relied on those designations to expand the UGB onto approximately 2,015 acres of urban reserves in Washington County. However, that expansion was called into question by the Court of Appeals decision in *Barkers Five*, which reversed and remanded all of the urban and rural reserve designations in Washington County.

The compromise reflected in House Bill 4078 included legislative approval and state acknowledgement of the 2,015 acres of 2011 UGB expansions in order to provide certainty to the cities regarding their ability to urbanize those expansion areas. In addition to acknowledging the UGB expansion areas already approved by Metro, House Bill 4078 made the following changes to the reserves map in Washington County:

- Converted 2,449 acres of urban reserves to rural and undesignated
- Converted 417 acres from rural reserve to urban reserve
- Added 1,178 acres of urban reserve to the UGB

Thus, HB 4078 resulted in the net reduction of 3,210 acres of urban reserves below the amount remaining after Metro's 2011 UGB expansion. The remaining acreage of urban reserves in the Metro region is now 23,031.

The legislature's removal of 3,210 acres of urban reserves via HB 4078 potentially implicates two elements of state law governing reserves. First, ORS 195.145(4) requires the designation of a sufficient amount of urban reserve areas to provide the Metro region with a 40 to 50 year supply of urbanizable land. Second, OAR 660-027-0040(10) requires Metro and the counties to adopt findings explaining why the reserve designations achieve the objective stated in OAR 660-

027-0005(2) of a balance in urban and rural reserves that "best achieves" livable communities, viability and vitality of farm and forest industries, and protection of important natural landscape features.

Regarding the requirement for a 40 to 50 year supply of urban reserves, the applicable state rule requires Metro's estimate of the projected long-range need for urban reserve acreage to be based on the analysis in Metro's most recent Urban Growth Report (UGR). The projected need for urban reserves adopted by Metro and the counties in 2011 was based on the regional growth forecast set forth in Metro's 2009 UGR. Since that time, in 2015 the Metro Council adopted the current 2014 UGR, which provides the current residential and employment growth projections for the region.

The findings below address the status of existing urban reserve acreage in light of the newer growth projections in the 2014 UGR, as well as the impact of HB 4078 on both the amount of urban reserves and the regionwide balance of urban and rural reserves under the "best achieves" standard.

A. Amount of Land Designated Urban Reserve in the Metro Region

The state rules governing the designation of urban and rural reserves require that the amount of land designated as urban reserves must be planned to accommodate estimated urban population and employment growth in the Metro region for between 20 and 30 years beyond the 20-year period for which Metro has demonstrated a buildable land supply inside the UGB in its most recent Urban Growth Report. OAR 660-027-0040(2). The Metro Council adopted the current 2014 UGR via Ordinance No. 15-1361 on November 12, 2015.

In order to update the 50-year need analysis for urban reserves to 2065 by applying the most current growth projections, Metro planning staff prepared a memorandum dated February 22, 2017, which was attached to the staff report for Metro's public hearing on March 2, 2017. That memorandum provides an updated assessment of potential long-term demand for urban reserves, and concludes that the existing amount of urban reserves, combined with buildable land already inside the UGB, can provide a sufficient amount of land to accommodate expected urban growth.

Specifically, the staff memorandum includes an analysis of projected long-term need for residential and employment land, and concludes that the existing 23,031 acres of urban reserves can reasonably be expected to accommodate projected household and employment growth over the next 40 to 50 years. The staff analysis forecasts a potential need for 24,827 acres of urban reserves by 2065. Assuming an equal amount of urban reserve acreage is converted annually over 50 years, the existing 23,031 acres of urban reserves would provide a 46-year supply of land for urban growth in the Metro region.

As explained in the staff memo, any prediction about how much land will be required for urban growth in the region over a 50-year planning horizon will necessarily be a rough estimate. The

nature of this exercise requires Metro to predict what growth and development trends might look like over the next 40 to 50 years, based on the available data. State law does not provide any particular formula or methodology for estimating the future need for urban reserves. As explained by LCDC in its 2012 order regarding Metro's compliance with the requirement to provide a 40 to 50-year supply of urban reserves, the statutes and rules provide Metro "a substantial degree of discretion concerning … the methods and policy considerations that Metro uses to project future population and employment." (LCDC Compliance Acknowledgment Order 12-ACK-001819, page 26).

The 50-year regional growth estimate provided in the February 22 Metro staff memorandum is based on the analysis and projections in the 2014 UGR. The UGR forecast is then subjected to a series of predictions about what will happen in the future, based on multiple levels of assumptions regarding an array of factors that affect how much residential and employment growth might be expected in the region, such as capture rate, vacancy rate, and projected share of single-family and multifamily housing types. Minor changes in the underlying assumptions regarding these factors will necessarily change the results.

The Metro Council also notes that the intergovernmental agreements between Metro and each of the three counties regarding the designation of reserves provide for a review of existing urban reserves in each county 20 years after the date of adoption, or sooner if agreed to by Metro and all three counties. Therefore, the adequacy of the amount of land designated for future urbanization can and will be revisited, and additional lands may be added if necessary, much sooner than 2065.

Based on the analysis and projections provided in the Metro staff memorandum dated February 22, 2017, the Metro Council concludes that the existing 23,031 acres of urban reserves across the region, combined with buildable land already inside the UGB, will provide a sufficient amount of land for urban growth in the region over the next 40 to 50 years, as required by state law.

B. Balance in the Designation of Reserves that "Best Achieves" Certain Goals

Included among the state rules governing urban and rural reserves is a requirement that Metro and the counties must explain how the urban and rural reserve designations achieve the following objective:

> "The objective of this division is a balance in the designation of urban and rural reserves that, in its entirety, best achieves livable communities, the viability and vitality of the agricultural and forest industries and protection of the important natural landscape features that define the region for its residents." OAR 660-027-0005(2).

During the proceedings before LCDC regarding its adoption of the remand order in 2015, some parties argued that the reduction in urban reserve acreage in Washington County via House Bill 4078 created a shift in the balance of urban reserves that implicates the "best achieves" standard. The following two sections of these findings address the application of the best achieves standard in light of HB 4078.

First, in adopting HB 4078 the legislature enacted a new statute that acknowledged the new balance of urban and rural reserves across the region as being in compliance with state law, and therefore a new analysis by Metro and the counties is not required. Second, in the event such an analysis is required, that standard is still met.

1. The "best achieves" rule is satisfied through HB 4078

The enactment of HB 4078 resulted in the legislative acknowledgement of the new amount of urban reserves and the new balance of urban and rural reserves as being in compliance with all aspects of state law. Therefore, in the absence of any changes to the existing mapped acreage of urban and rural reserves in Clackamas County and Multnomah County, the existing balance of reserves across the region meets all applicable state requirements and there is no need for Metro to revisit the standards related to the "best achieves" requirement as part of these findings.

In the *Barkers Five* opinion, the Court of Appeals remanded the designation of all urban and rural reserves in Washington County for reconsideration. As a result of this wholesale remand of the entire Washington County reserves package, the court also noted that "any new joint designation" of reserves by the county and Metro on remand would also require new findings addressing the "best achieves" standard in OAR 660-027-0005(2). *Barkers Five* at 333.

Thus, the court's opinion provides that the best achieves standard would only be triggered in the event there are any *new* designations of reserve areas on remand that are different from what was approved in the original decision. That is because the stated purpose of the best achieves standard is to ensure that the overall "balance in the designation of urban and rural reserves" across the entire region "best achieves" liveable communities, vitality of farm and forest uses, and protection of natural features that define the region. Thus, any changes in the "balance" of those designations by Metro and the counties on remand would require a reassessment of whether and how those objectives are still met. But, in the absence of any changes to the reserve maps, no further assessment would be required.

This aspect of the Court of Appeals decision was overridden with respect to Washington County by the enactment of HB 4078, which legislatively established a new map of the locations of the UGB and urban and rural reserves in Washington County. This legislative action negated the court's directive requiring remand to Metro and Washington County for reconsideration of the reserve designations. The enactment of HB 4078 also negates any need to reconsider or reapply the best achieves standard, which is an administrative rule requirement that was necessarily preempted by the legislature as part of its decision to redesignate substantial portions of the

Washington County reserve areas. As long as the remand proceedings regarding Clackamas County and Multnomah County do not result in changes to the reserves maps in those counties, there is no need to reconsider the best achieves standard to account for the HB 4078 revisions.

The Oregon legislature is presumed to be aware of existing law when it enacts new legislation. *Blanchana, LLC v. Bureau of Labor and Industries*, 354 Or 676, 691 (2014); *State v. Stark*, 354 Or 1, 10 (2013). This presumption also applies to administrative rules adopted by LCDC. *Beaver State Sand & Gravel v. Douglas County*, 187 Or App 241, 249-50 (2003). When the legislature adopted revisions to the Washington County reserves map as part of HB 4078, it is presumed to have been aware of LCDC's administrative rule requiring that there be a balance in reserve designations that "best achieves" the stated goals. The adoption of HB 4078 created a statutory requirement regarding the location of reserves in Washington County that takes precedence over LCDC's "best achieves" rule and does not require subsequent action by LCDC, Metro or the counties to explain why the statute satisfies an administrative rule requirement, because statutes necessarily control over administrative rules.

The express terms of HB 4078 also indicate a legislative intent to preempt existing land use law. Each section of HB 4078 that establishes new locations for reserve areas or the UGB begins with the phrase "*For purposes of land use planning in Oregon*, the Legislative Assembly designates the land in Washington County…." HB 4078, Sec 3(1), (2), (3) (2014). The legislature was aware that its actions in redrawing the UGB and reserve maps had the effect of acknowledging the new maps as being in compliance with state law, and thereby preempting other land use planning rules (including for example LCDC's Goal 14 rules regarding UGB expansions). The legislature included this language to clearly state that its action in adopting the new maps constituted acknowledgment of compliance with state law, and that it need not demonstrate compliance with other existing land use statutes, goals or rules, including the "best achieves" rule and the statutory requirement to provide a 40 to 50 year supply of urban reserves.

For these reasons, so long as there are no revisions on remand to the reserve maps in Clackamas County or Multnomah County, the HB 4078 revisions to the reserve designations in Washington County do not create a need to reconsider compliance with the "best achieves" standard or the sufficiency of the supply of urban reserves.

2. The balance in the designation of reserves still achieves the stated goals

The meaning and application of the "best achieves" rule was the subject of considerable debate in the appeals filed with LCDC in 2011 and with the Court of Appeals in 2012. Ultimately, in the *Barkers Five* opinion, the Court of Appeals agreed with the positions taken by LCDC and Metro that the "best achieves" standard provides significant discretion to Metro and the counties, and is satisfied through their site-specific findings concerning the application of the urban and rural reserve factors. Specifically, the Court of Appeals identified and agreed with the following four legal premises regarding the application of the standard.

First, the best achieves standard is a qualitative standard, rather than a quantitative one. The court agreed with LCDC that the standard "is not a balance in terms of the quantitative *amount* of urban and rural reserve acreage, but a balance between encouraging further urban expansion versus land conservation." The court explained that Metro and the counties are not required to justify a quantitative "balance" in the specific amount of acreage of urban reserves and rural reserves.

Second, the best achieves standard applies to Metro and the counties' designation of reserves "in its entirety" and not to the designation of individual properties or areas as urban or rural reserves.

Third, the best achieves standard allows for a range of permissible designations, and not a single "best" outcome. The court agreed with LCDC and Metro that the standard does not require a ranking of alternative areas from worst to best. The court specifically rejected arguments presented by the cities of West Linn and Tualatin that the word "best" requires a comparative analysis that identifies a single highest-ranked designation.

Fourth, the court held that Metro and the counties must explain how the designation satisfies the best achieves standard through their findings concerning the application of the urban and rural reserve factors to specific areas. The court agreed with LCDC that there is a close relationship between the "factors" that Metro and the counties must consider for urban and rural reserve designations and the overall "best achieves" objective, and that the best achieves standard is satisfied through findings explaining why particular areas were chosen as urban or rural reserves.

Under the four legal premises stated by the Court of Appeals in *Barkers Five*, Metro and the counties have broad discretion in reaching a conclusion regarding whether the regionwide balance of urban and rural reserves achieves the identified objectives of creating livable communities while protecting farms, forest, and natural landscape features.

Some parties have argued that the reduction in urban reserve acreage in Washington County via House Bill 4078 inherently caused a shift in the "balance" of urban reserves that runs afoul of the best achieves standard. However, under the above-stated first premise of the Court of Appeals, that is incorrect. The court held that the best achieves standard does not require quantitative balancing of the specific amount of urban reserve acreage in one county or another. Thus, the reduction of urban reserves in Washington County by 3,210 acres does not inherently raise concerns under this standard.

Metro and the counties have adopted detailed findings regarding the consideration of all urban and rural reserve factors, explaining why particular areas were chosen as urban or rural reserves, and explaining how the regional partners came to agree that the overall package of urban and rural reserves reflects a balance that best achieves the objectives of creating livable communities while protecting farms, forest, and natural landscape features. Those findings are consistent with the fourth premise identified by the Court of Appeals regarding compliance with the best

achieves standard, and the findings continue to demonstrate that the objectives stated in the rule are being achieved through the selected designations.

Metro and the counties have also adopted detailed findings that explain why the urban and rural reserves adopted by the region satisfy the best achieves standard, which are set forth above in Section II of these findings. Those findings note that urban reserves, if and when added to the UGB, are likely to take some land from the farm and forest base. However, Metro and the counties also recognized that some of the same characteristics that make an area suitable for agriculture also make it suitable for livable communities under the best achieves standard, including mixed-use pedestrian and transit-supportive urban development, as well as industrial uses. For the reasons described below, the findings in Section II are still valid and are not impacted by the reduction of urban reserves in Washington County under House Bill 4078.

The designation by Metro and the counties of urban and rural reserves achieves the objectives required under the state rule, in part, by adopting 266,628 acres of rural reserves across the region that establish the long-term limits of urbanization in the Metro area. As described above, consistency with the "best achieves" standard does not require a quantitative balancing of the amount of rural and urban reserve acreage. However, the designation of a significant amount of rural reserve areas around the region, with the vast majority (248,796 acres) being foundation and important agricultural land, demonstrates the region's commitment to achieving the objectives of ensuring viability and vitality of the agricultural and forest industries and corresponding protection of important natural landscape features. As described in the Court of Appeals opinion, LCDC's intent when it created the best achieves standard was to provide another level of review specifically designed to protect foundation farmland in the region:

> "[Commissioner Worrix] explained that the best achieves standard was seen as 'the best solution' for the agricultural industry that had expressed 'a strong concern … that there needed to be something that highlighted the importance of foundation land and gave them that little extra bit of scrutiny.'" *Barkers Five*, 261 Or App at 312.

Regarding important natural landscape features, the process associated with achieving a balance in the designation of urban and rural reserves also provided a significant amount of weight to the protection of natural features. Three of the urban reserve factors – (5), (7) and (8) – seek to direct urban development away from important natural landscape features, and away from farm and forest practices. This provides an example of the close relationship between the factors for urban and rural reserve designations and the "best achieves" objective (as described in the fourth premise adopted by the Court of Appeals), and demonstrates how the best achieves standard may be satisfied through findings explaining why particular areas were chosen as urban or rural reserves. Similarly, the rules regarding rural reserve designations include very specific directives

regarding how natural landscape features must be reviewed and considered. OAR 660-027-0060(3). Section II of these findings includes a bullet-point list of areas where important natural landscape features are located that are protected with rural reserve designations.

Two of the three objectives that the best achieves standard requires to be balanced are primarily achieved through rural reserve designations: (a) protection of farm and forest and (b) protection of important natural resource features. The region's ability to achieve these two objectives through rural reserve designations is not impacted by the reduction of urban reserve acreage that occurred via House Bill 4078. If anything, that legislation enhanced the region's ability to achieve those two standards by adding approximately 2,780 acres of new rural reserves in Washington County, primarily on high-quality farmland.

The third objective that must be balanced as part of the best achieves analysis is "livable communities." This objective is primarily achieved by designating areas across the region that will be the best locations to build "great communities" through application of the urban reserve factors. As discussed in Section II of these findings, great communities are those that offer residents a range of housing types and transportation modes from which to choose. To that end, urban reserve factors (1), (3), (4) and (6) are aimed at identifying lands that can be developed in a compact, mixed-use, walkable and transit-oriented pattern, supported by efficient and cost-effective services.

The reduction of urban reserves in Washington County by 3,210 acres does not impact the region's ability to build livable communities across the region over the next 40 to 50 years. The quantitative aspect of urban reserve planning is addressed by the rule discussed above that requires sufficient acreage for up to 50 years of urban growth. The directive of the best achieves standard to provide livable communities is aimed at designating highest *quality* of locations that can provide a range of housing types and transportation modes, as well as efficient public services. As discussed above, the existing urban reserve acreage in the region still provides a sufficient amount of land for urban growth over the next 40 to 50 years. The fact that House Bill 4078 reduced the amount of urban reserves from 26,241 to 23,031 acres has no effect on the region's ability to plan and build livable communities on those 23,031 acres over the next 50 years.

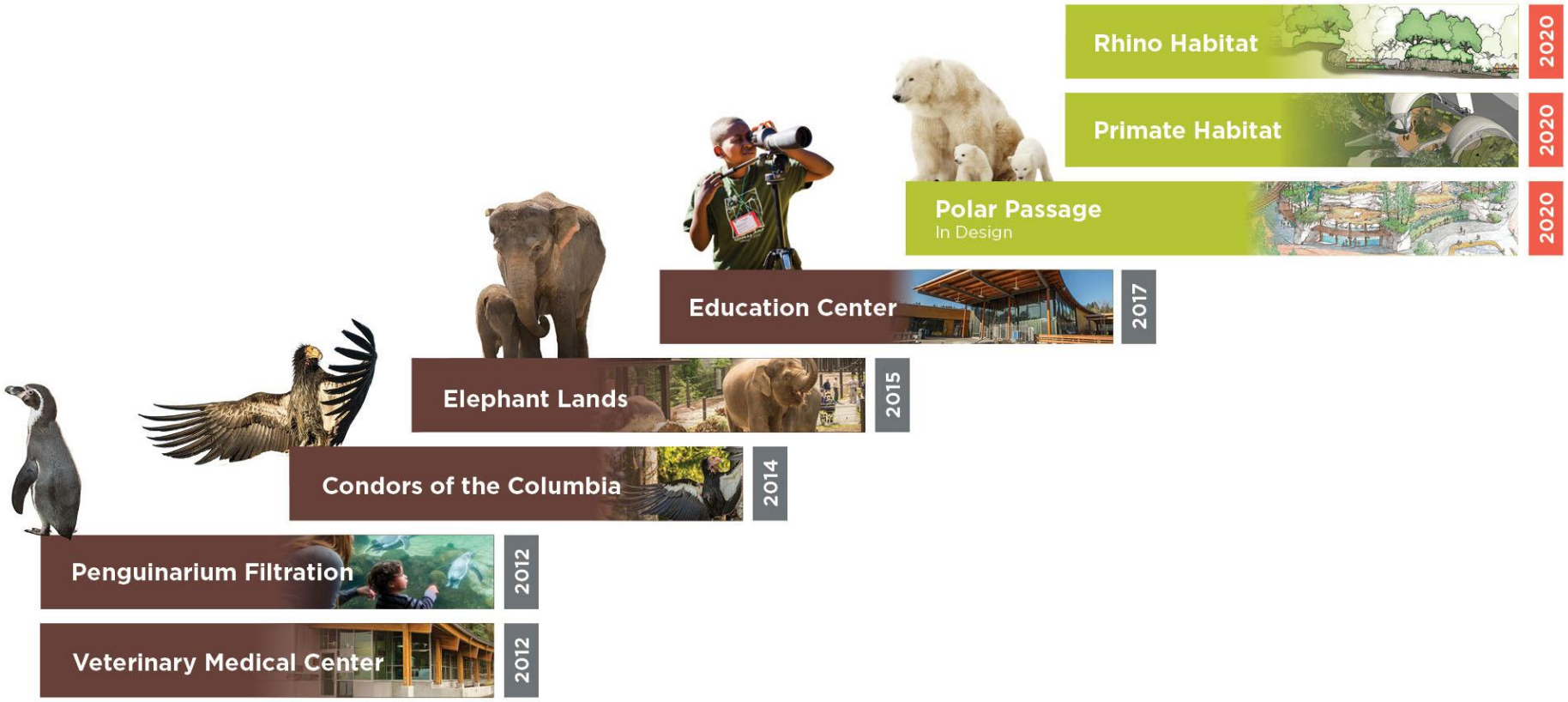
In 2011, the region concluded, acting together, that the agreed-upon urban and rural reserve designations provide a balance that achieves the objectives of building livable communities while protecting farms, forests, and natural features. The findings adopted by Metro and the counties support a conclusion that the best achieves standard has been met, and that conclusion is not impacted by the changes to urban and rural reserve acreage that occurred via House Bill 4078.

Materials following this page were distributed at the meeting.

Oregon Zoo
Bond Implementation Plan

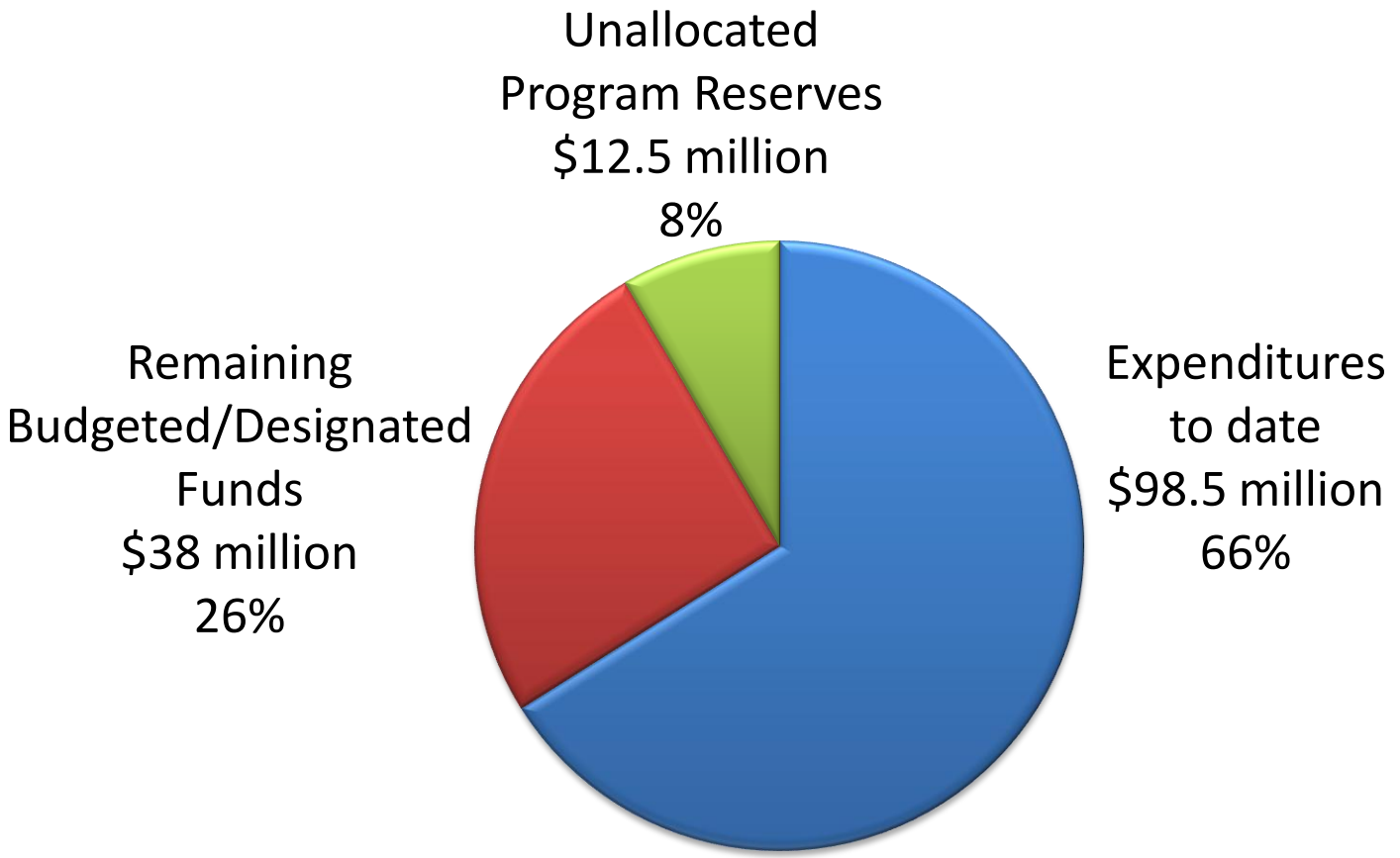
March 16, 2017

Bond Program Status



Zoo Bond Program Resources

$149.1 million as of January 31, 2017



Situation Assessment

- Each project was allocated a budget in 2011 from the total $125 million bond

- Current cost estimates for remaining projects exceed the original budgets
  - Construction escalation exceeded master plan estimates (6% vs. 27%)
  - Scope modification

- Unallocated resources ($12.5 million) available due to premiums received on the bond sales, project savings/reallocation, OZF contributions, and partner contributions.

Zoo Bond Ballot Measure 26-96

The Zoo bond measure will update and replace old exhibits and facilities, increase access to conservation education, and replace utility systems to reduce water and energy use and lower operating costs.

Polar Passage

Ballot Measure 26-96 Explanatory Statement

"Provide cooler temperatures and more humane conditions by removing concrete and adding land and pool space."

- Proposed scope modification: saltwater pools, maternity den and habitat
- Current budget: $22.7M
- Proposed budget amendment
  - Unallocated bond funds for cost escalation: $ 1.0M
  - Unallocated Oregon Zoo Foundation funds: $ 1.3M
  - Additional Oregon Zoo Foundation funds: $ 900k
- Revised budget: $25.9M

Primate and Rhino Habitat

Ballot Measure 26-96 Explanatory Statement for the primate habitat

"A renovated exhibit will replace the current cage-like conditions with larger indoor and outdoor areas, adding running water and more natural conditions."

- Proposed scope modification: Replace existing primate building and habitat
- Current budget: $14.2M
- Proposed budget amendment: $ 2.6M
- Revised budget: $16.8M

Program Administration

Administrative costs exceed original budget, but are comparable to other local public bond-funded projects

- Current budget: $3.9M
- Proposed budget amendment: $3.3M
- Revised budget: $7.2M

Sustainable Infrastructure and Program Close Out

Invest in sustainable infrastructure and support project modifications needed after opening.

- Proposed infrastructure budget: $1.5M
- Proposed program close out budget: $1.0M
  - New standards or practices
  - Evaluation
  - Lessons learned/functionality
- Hold unallocated: $1.8M
  - Master plan update
  - Remaining projects

Recommended Allocation

Currently unallocated	$12.5 million
Primate /rhino – cost escalation	($2.6 million)
Polar Passage – cost escalation	($1.0 million)
Polar Passage – OZF enhancements	($1.3 million)
Electrical infrastructure	($1.5 million)
Program close out	($1.0 million)
Program administration	($3.3 million)
Remaining unallocated	$1.8 million

Guiding Principles

- Align fund allocation to comply with the requirements and commitments of the original zoo bond ballot measure 26-96 and any other applicable legal restrictions or requirements.

- Recommend fund allocation that aligns with zoo conservation programming, anticipated species focus, and animal welfare priorities to the greatest degree possible and based on the best information available – including the zoo's conservation priorities, zoo staff input, anticipated changes to Association of Zoos and Aquariums standards, financial forecasts, and cost estimates.

- Consider and be sensitive to public perceptions, seek to provide transparency about allocation changes, and highlight "value-added" contributions from non-bond sources.

Recommendation

- Shift existing unallocated bond resources to the projects
- Modify project scopes and related costs

All recommendations deliver the ballot measure commitment.

March 16, 2017

To the Metro Council:

My name is Katherine Blumenkron and my husband Dave and I own approximately 40 acres of land located at 14421 NW Springville Rd in Portland in what is known as the "L" of Area 9B in East Bethany. We have owned this property since 2000.

I would respectfully like to ask the Metro officials to reconsider these facts when they look at designating the properties in the "L" section of Area 9B into urban reserves:

1. This area has long been designated "conflicted" agricultural land.[1] North Bethany is rapidly developing and it borders our property on the West. We are finding that our acreage is quickly becoming an isolated piece of land as the agricultural foot print shrinks around us. It will become difficult to find a farmer who is willing to farm a small piece of property. Large parcels are needed and we are quickly losing those sections to North Bethany developers. I have pictures to show how cut off our land will become as it becomes surrounded by urbanization and Beaverton School District property on the West (See #4) and power lines on the east. (See #3.) Only piece on the West side that is conflicted! KB AG land

2. Since 2009, local governmental entities have been willing to provide urban services to east Bethany.[2] North Bethany also has brought public utilities next door to our property. The infrastructure is present in new roads, new schools and new utilities. ~~Under power lines that run through our property, we have some of the regional trail system which will connect the Bethany area to Forest Park.~~ KB

3. Power lines run through the middle our property which have been designated as a part of the regional trail system which will connect the Bethany area to Forest Park.

4. The Beaverton School District owns 10 acres which abuts our property on the west. They intend to build a school there ASAP. Also, Portland Community College which has about 26,000 students is two miles away. Bethany Village is even closer. When you look at our land, it is just like North Bethany land, the only difference being is that is in Multnomah County. I would like to point out that none of the eight Rural Reserve Factors give credence to any political factors such as a political boundary. We believe that is the only reason we weren't designated an urban reserve is because we are in Multnomah County and that politics prevailed over sound land use planning.

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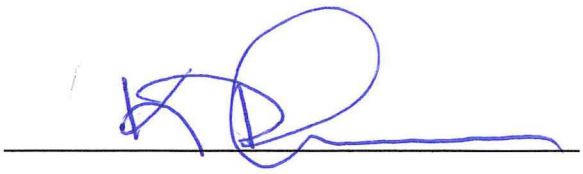
[1] *See* Oregon Department of Agriculture, "Identification and Assessment of the Long-Term Commercial Viability of Metro Region Agricultural Lands," January 2007.

[2] See e.g. MultCo Rec. 2768-2769, 3992 (letters to the Multnomah County Board of Commissioners indicating that Beaverton and Washington County would be willing to provide governance and urban services to the East Bethany area).

5. Our land is gently sloping, with a good portion of it in fields. It isn't steep or have deep ravines. Below, I have attached six (6) recent photographs of my property and surroundings that clearly illustrate the characteristics, and the adjacent North Bethany development to the west of our property. Also, we have heard that a few counselors have been out here and they realize this land is a good fit for urban reserve.

6. We understand there are presently no designations on our land but that Metro is proposing to incorporate its 2011 staff findings to designate urban reserve currently. This misses the exact findings of Multnomah County when it first recommended "undesignated" for our land, because issues of governance and utilities were not resolved. We are asking you put politics aside this time around and that you apply statutory requirements today's facts to designation of the "L" section as urban reserve, as designation it so clearly warrants. It is our belief that you will find we are a very good fit.

The courts have stated we have the right to be heard in a fair and impartial process. We are asking you put politics aside this time around and that you apply statutory requirements ***and nothing else*** for determining if the "L" section meets the requirements for Urban Reserve designation. It is our belief that you will find we are a very good fit for urban reserve designation.



Katherine Blumenkron

* Washington county - urbanization
Beaverton School District

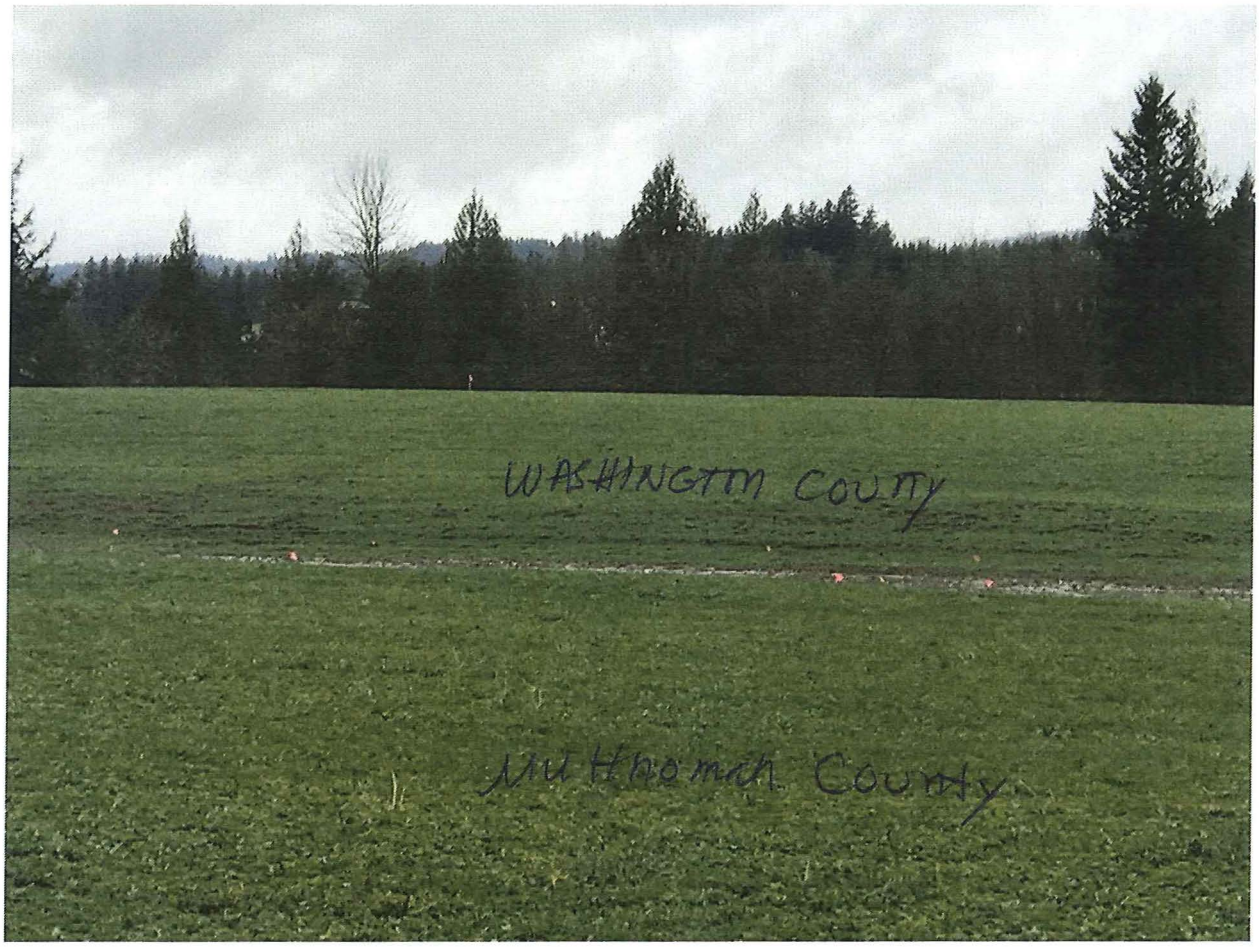
(*) Regional trail system

Our field is tucked in between

14421 NW Springville Rd

1442l NW Springville Rd

Land behind our house & Ag buildings



14421 NW Springville Rd

Power lines - part of regional trail system

N. Bethany development borders road to our house less than 1/4 mile from our home.

To the Metro Council:

Good Afternoon!

My name is Bob Zahler. I am 86 years old. I live at 13937 NW Springville Road next to on the 36.76 acres Zahler property at 14111 NW Springville Road. This land has been held in the family for over 120 years, and I moved onto the property with my parents when I was 7-years old. Please think about that for a moment…

My grandfather bought this property before automobiles, when roads were dirt trails, horse drawn wagons and buggies were the way you got around. Portland's population was less than 100,000 and only 170,000 people lived in the entire metro area.

Next, I would like you to consider that at no time during our ownership has our land produced sufficient crops, livestock or other farm income adequate to support a family. The soil is predominately poor. In the past, our land was marginal farmland at best. Today, the best use of our property is not for farming. Our property is a short 15-minute drive to downtown Portland.

Our property was first zoned suburban residential in 1954, which remained until the 1970's. I told my father that we should divide the property into smaller parcels before the upcoming new land use laws of 1970. At that time, he said, "Son this is America, they will never tell us what we can do with our property."

Our property is now zoned EFU. Our property abuts Washington County to the west, where it is now developed with attached and detached single family residential subdivisions. In the last 15 years or so, more than 6,000 housing units have been built in the North Bethany district. The agricultural productivity of the land increases as you go further west into Washington County and this is where the planning process has directed development. Therefore, Metro's primary planning goals of preservation of farm and forest land doesn't ring true for me. It is simply political propaganda. If I were in Washington County, not Multnomah, I would not be here today, because the Zahler property would have already been included in the UGB.

As the regional governing body, with planning authority over both counties, Metro has failed the property owners in the extreme East Bethany area, who's properties are in Multnomah County. This area, often referred to a 9B or the "L," has been passed over in planning decision making, as Metro and the other zoning authorities have designated superior farmland, more distant from the metropolitan core for development. If the stated goal is truly to preserve farm and forest lands, as well as increase density, then the small 300 to 400-acre East Bethany area where I live in NW Multnomah County should be within the Urban Reserve for the following reasons:

- My land and the undeveloped surrounding property to the north are among the lowest quality farmland surrounding the UGB.
- Water and sewer services are adjacent and the Tualatin Valley Water District and Washington County have previously indicated a willingness to service our area. In fact, the 2009-2010 staff report on our area was grossly negligent by stating that utilities were not available, when in fact the availability of water and sewer were in the record. Roads surround is with existing collector arterials.
- Current traffic volumes and speed have driven off farmers, made it too dangerous to traverse the collector roads essentially eliminating the possibly of safely moving and operating farming equipment.
- Relative to the factors which Metro planners use to measure the viability of inclusion in the UGB, my farm and the surrounding undeveloped land far exceed other farm forest properties on the UGB perimeter.
- The orientation of our area is toward the community of North Bethany to the west. It always has been and continues to be. Yet because we are in Multnomah County, our small undeveloped area has not participated in the progress occurring directly west in Washington County. Our area is outside Portland city limits. We have become an island. It is not fair that we remain left out of the progress as my property and this small surrounding area meets all the criteria outlined for Urban Reserve. The political bias toward our area seems stronger than ever to continue to leave us out of the progress and development trend.

After 30 years of planning starting with CRAG, I have attended, given testimony and submitted many letters to the planning authorities, including Metro. I had private meetings with individual

Metro councilors as well. At this point, I'm totally disgusted with the entire planning process. It seems that discrimination and bias govern land use decisions to benefit special interest groups with the loudest voice. Since 2009-2010 there has not been any updating of staff findings, and it would appear that no updated report is underway. Thus, Metro is going to reconsider based upon 6 to 7 year old information. Decisions thus far are unfair and not made consistent with the facts and stated Metro policy goals. From my point of view, there is no thought or continuity to the land use planning process. Land use decisions that have directly affected me have been arbitrary, capricious and political motivated.

Thank you.

Respectfully,

Bob Zahler

P.S.: I have included the four (4) photographs of the Zahler property attached below.

March 16, 2017 Metro Hearing on urban and rural reserves

Bob Zahler testimony

SJ 2 K
65A

Testimony before the Metro Council on March 16, 2017

For the record, my name is Bob Burnham and together with my family we have owned 116 acres of land situated at 11419 Springville Road, Multnomah County since 1955. Our family and adjoining neighbors, in attendance here today are staunch advocates in support of inclusion of our properties in the Urban Reserves.

I understand that our property is currently without designation due to the remand, but that you are proposing an ordinance that would incorporate the previous rural reserve designation of our property as well as the associated findings and conclusions of Metro and Multnomah County up until 2011.

The rural reserve designation was not supported then, and it certainly is not supported now. Since 2011 there have been, among other criteria of the urban reserve statute, schools added, roads added, and utilities added. All of these are criteria for urban reserve.

With the development and build out of North Bethany on our western boundary, any justification for rural reserve has long ago been replaced by these urban features. Moreover, our property is no longer viable as a farm.

The Urban Reserve "factors" as provided by OAR 660-027-0050 are worth a closer look when using a description of "landscape features" for the properties I will describe as East Bethany.

1. *Can be developed at urban densities in a way that makes efficient use of existing and future public and private infrastructure investments.* **Yes: the North Bethany development is already on our western boundary. Roads, sewer, and water services can be easily extended to service the area.**

2. *Includes sufficient development capacity to support a healthy economy.* **Yes: the adjacent Bethany and North Bethany areas are a success story, and development of the East Bethany area will further enhance the economic viability of the region.**

3. *Can be efficiently and cost effectively served with public schools and other urban-level public facilities and services by appropriate and financially capable service providers.* **Yes: a school district already owns land on our western border, and a grade school is to be built in the area. Furthermore, Rock Creek Community College is only 1/2 mile away.**

4. *Can it be designed to be walkable and served with a well-connected system of streets, bikeways, recreational trails, and public transit by appropriate service providers.* **Strong Yes: bike trails, roads, and public transit services exist nearby which support the adjacent North Bethany area, and can easily be extended to the East Bethany area.**

5. *Can be designed to preserve and enhance natural ecological systems* **Absolutely Yes: natural areas exist on site and can and should be protected and enhanced for public enjoyment through careful and creative urban planning and development, including density transfers, easements, and other planning tools.**

6. *Includes sufficient land suitable for a range of needed housing types.* **Yes ... the East Bethany area has over 700 acres that can provide for a full range of housing types, from high density housing to areas with larger sites.**

7. Can be developed in a way that preserves important natural landscape features included in urban reserves. **Yes ... see above factors 5 & 6.**

8. Can be designed to avoid or minimize adverse effects on farm and forest practices, and adverse effects on important natural landscape features , on nearby land including land designated as rural reserves. **Yes: the East Bethany area is surrounded by urban and park uses. The rural character of our adjoining neighbors to the east could accommodated, while protecting any landscape features within and adjacent to the East Bethany properties.**

This body must be the adult in the room that oversees a deliberation of standards that are definable, consistent and equitable. Would re-adoption of the findings from 2011 and earlier recognize current realities? We think not. The East Bethany properties have been classified by both the Oregon Department of Agriculture and the Farm Bureau as "conflicted" land due to its low productivity and inability to economically be farmed efficiently.[1] The Farm Bureau and other informed participants have already questioned the wisdom of farming up against already urban development.

I have heard it said that the metaphor for the planning process is that it is just like a sieve: once set in motion, even lands overlooked or inappropriately classified, run the risk of being driven into the wrong classification. With the forecast of nearly 1,000,000 people coming to the metro area in the not too distant future, my fervent desire is to see this mistake be rectified and reason prevail on the side of good planning that was intended in 1973.

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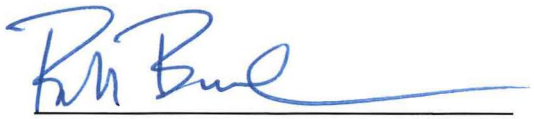
[1] Conflicted Agricultural Land is described by the Oregon Dept. of Agriculture as "agricultural lands whose agricultural capability (soils/water) is more times than not considered excellent but whose suitability is questionable primarily due to questions of integrity and ability to operate." "Identification and Assessment of the Long-Term Commercial Viability of Metro Region Agricultural Lands," Oregon Dept. of Agriculture, p. 13.

I have included additional comments that I wish to get into the public record that are summarized below as an addendum.

Thank you for listening and your time and commitment to fair and professional planning for our region.

Respectfully,



Bob Burnham

Addendum

Please don't continue to waste productive farm ground in west Washington county when East Bethany's conflicted land is available next to our newest development of Bethany, and which already has urban services and infrastructure. It meets the urban reserve criteria we profess to want. It is low hanging fruit.

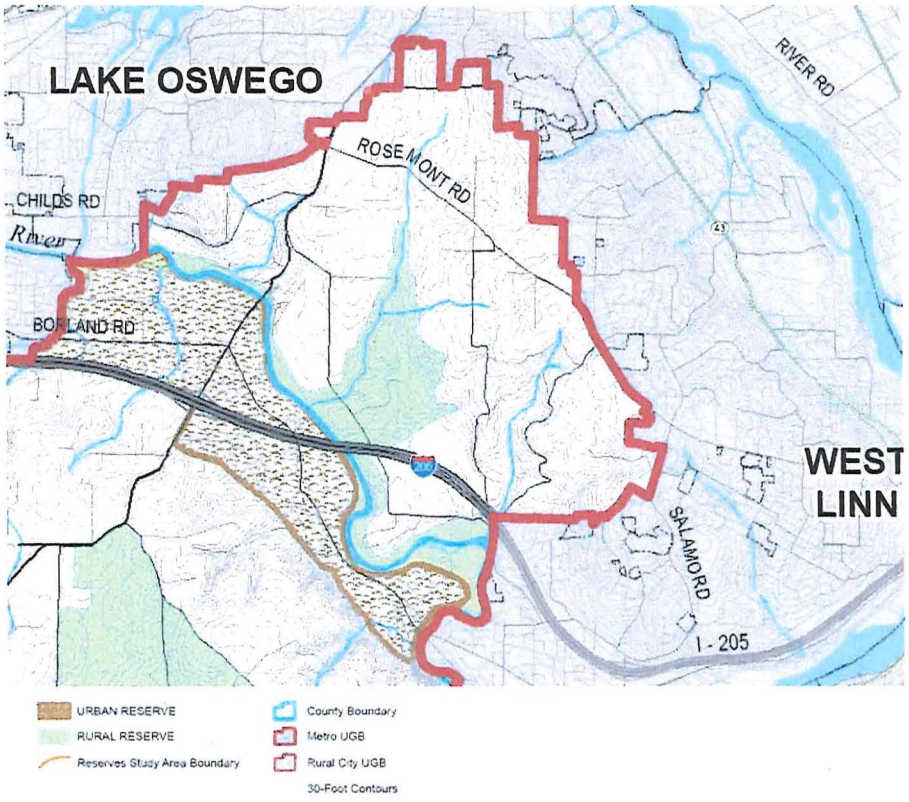
Don't repeat the mistake of including land in Damascus that cannot be served. It's not located where the jobs are, even with a shortage of development land ...

developers want nothing to do with it. It doesn't pencil for either the region of developers.

We profess to want and support trails, natural areas and connectivity to the Portland's gem of Forest Park from Bethany and Washington county. East Bethany would present the gateway for that to happen.

Clackamas County Urban and Rural Reserves Project

Board of County Commissioners: Areas Suitable for Urban and Rural Reserves
Decision: September 10, 2009

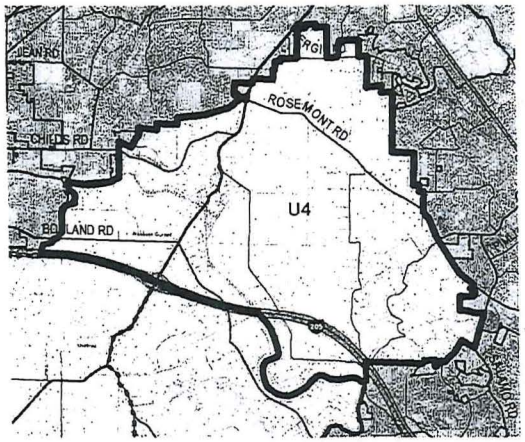
AREA	BCC RECOMENDATION & RATIONALE	KEY URBAN AND RURAL FACTORS RATINGS
IV. Stafford (North of 1-205 on west side/North of Tualatin River on east side)  	Designate as rural reserve the DINFs (Tualatin River and Wilson Creek): ▪ *Need preservation* Designate as urban reserves the Borland area (bounded by the Tualatin city limits on the west, the Tualatin River on the north and I-205 on the south [and east]): ▪ *Rates high to medium for urban reserves factors* ▪ *Suitable for employment uses* ▪ *Conflicted farmland* [NOTE: County will talk with Stafford Hamlet and adjacent cities to determine if adjacent areas (Mossy Brae and Johnson Road) should be designated urban reserve.] Leave remaining areas undesignated: ▪ *Not a strong candidate for rural reserve -- Conflicted farmland and not a DINF* ▪ *Not a strong candidate for urban reserve -- governance concerns; topography, natural features and parcelization limit opportunities to create walkable communities and urban densities*	Recommended **rural reserve** areas: ▪ Contains Conflicted farmland only ▪ Are potentially subject to urbanization because of proximity to UGB, three cities and I-205 ▪ Generally rate low on the agriculture & forest factors ▪ Contain two inventoried DINFs: Wilson Creek & the Tualatin River ▪ Rate high for sense of place Recommended **urban reserve** areas: ▪ Generally rate high to medium on all urban factors ▪ Rate medium for employment land ▪ Rate low on some transportation factors

Clackamas County Urban/Rural Reserves Project

Policy Advisory Committee

PAC Polling on Candidate Urban Reserve Areas, with Input from Staff and Planning Commission

August 24, 2009

URBAN RESERVE DISCUSSION AREA WITH PAC MAJORITY	PAC STRAW POLL AND RATIONALE	STAFF SUGGESTION, OPTIONS AND RATIONALE	PLANNING COMMISSION RECOMMENDATIONS AND RATIONALE
Area U-4: Stafford 	**Majority (8):** Designate the Borland Area only (north of I-205, east of Tualatin, south of Borland Road) as urban reserve. *Rationale: This area is most suitable for employment land. Supports Hamlet vision.* **Minority (6):** Designate entire area urban reserve. *Rationale: Lots of infrastructure work in Stafford/Borland area. Suitable employment lands that will be needed in 50 years.* **Minority (3):** Do not designate any urban reserve. *Rationale: Need to protect rural quality of area. Development infrastructure too expensive.* **Minority (1):** Designate distinct portions as urban reserve, including Borland area and north and east areas adjacent to Lake Oswego and West Linn. *Rationale: Infrastructure work taking place. Most potential for development and lands suitable for employment.*	**Suggestion:** Designate all as urban reserve. **Rationale:** • Rates high or medium on the major infrastructure cost assessments • Natural ecological systems and features can be protected by acquisition and/or development restrictions • Contains lands suitable for employment **Option 1:** Designate distinct portions of area as urban reserve, e.g., Borland Road area, and north and east areas adjacent to Lake Oswego and West Linn. Rationale: • Rates high or medium on the major infrastructure cost assessments • These areas have the most potential to be developed into walkable, well-connected neighborhoods in conjunction with existing development inside the UGB. • Contains lands suitable for employment	**Recommendation (8):** Designate only the Borland area as urban and leave the rest of the area undesignated. ***Rationale***: The land is conflicted. The Borland area is most suitable for employment land. It supports the Hamlet vision. It is adjacent to are U-3, which the Planning Commission recommends as urban reserve. Minority (1): Designate all of area as urban reserve. *Rationale*: It doesn't meet rural criteria. It all needs to be designated urban in order for the hamlet to carry out its vision.

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Jeffrey G. Condit, P.C.
jeff.condit@millernash.com
503.205.2305 direct line

March 16, 2017

Mr. Tom Hughes
Council President
and Metro Councilors
Metro Regional Center
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

Subject: Testimony of the Cities of West Linn and Tualatin on Ordinance No. 17-1397 (Amount of Urban Reserves and Balance of Urban and Rural Reserves)

Dear Council President Hughes and Metro Councilors:

We represent the Cities of Tualatin and West Linn (the "Cities"). Section 2 of draft Ordinance No. 17-1397 makes it clear that this proceeding is a continuation of the proceedings that resulted in the enactment of Ordinance No. 16-1368 and that the record of the proceedings on the latter ordinance are part of the record in this proceeding. Accordingly, the Cities incorporate by reference their testimony and exhibits with regard to Ordinance No. 16-1368 as their response to the two issues before the Metro Council in this proceeding.

For the reasons stated in our prior testimony, the Cities continue to believe that designation of the four Stafford urban reserve areas is not supported by the analysis under the factors, is not necessary to accommodate the 40- to 50-year land need, and will not "best achieve" livable communities, the viability and vitality of resource industries, or protection of important landscape features.

For these reasons, the Cities believe that the Stafford Reserve areas should remain undesignated at this time.

The Cities appreciate the opportunity to submit testimony on these issues.

Very truly yours,

Jeffrey G. Condit, P.C.

CITY ATTORNEY'S OFFICE

March 16, 2017

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

RE: Testimony of the Cities of West Linn and Tualatin on Ordinance No. 17-1397
(Amount of Urban Reserves and Balance of Urban and Rural Reserves)

Dear President Hughes and Metro Councilors:

The City of Lake Oswego agrees with the March 16, 2017, letter submitted by Jeffrey Condit on behalf of the cities of West Linn and Tualatin, and concurs with those cities that the designation of the four Stafford urban reserve areas is not supported by the analysis under the factors, is not needed to support the land need, and will not best achieve livable communities, the viability and vitality of resource industries or protection of important landscape features.

Lake Oswego supports and looks forward to joining negotiations among representatives of the three cities, Metro and Clackamas County toward resolving designation issues.

Sincerely,

David Powell
City Attorney

Testimony to the Metro Council – March 16, 2017

My name is Hank Skade and I am part owner of property located at 14425 NW Springville Road in Multnomah County, Oregon.

I am one of three family members that share ownership of approximately 38 acres of land in what is known as the "L" or "Lower Springville Road" of Area 9B in East Bethany. We created a Limited Liability Company, known as Springville Investors, LLC, for liability and estate planning purposes. Since my mother passed away last year, the LLC is now owned entirely by my two sisters and me. My sister, Dorothy, has lived on the property for almost 23 years now, and owned the land for another 6 years prior to that.

I consider myself to be a strong environmentalist and a committed conservationist. As a graduate student at the University of Oregon in 1973, I presented testimony to the Oregon State Legislature in support of Senate Bill 100 that created Oregon's landmark statewide land-use planning system that ultimately brings us here today. I have a long history of involvement with environmental organizations including volunteer work for the Northwest Environmental Defense Center and the Natural Resources Law Institute, both in Portland. I have served on the Board of Directors of the San Francisco Bay Keeper, the Board of Trustees for the Denali Foundation in Alaska, and the Conservation Committee of the American Alpine Club. I have worked with The Trust for Public Land to conserve critical alpine areas in the California Sierra Nevada. I have been an organic wine grape farmer, and I have been recognized by several environmental organizations and governmental bodies (including the U. S. House of Representatives) for successful stream restoration and riparian habitat improvement for wild salmon & steelhead trout at the vineyard. I care deeply about environmental issues and conservation, and I have consistently acted upon my beliefs.

We have been told that the rural reserve designation assigned our land has been lifted by court rulings and the LCDC remand. Today I am here requesting the land at East Bethany, including our land, be designated urban reserve based on the showing in the record; or alternatively, if Metro wants to take more facts regarding the characteristics of our land, that we be provided a fair and impartial tribunal to establish the designation applying all relevant statutes with impartiality. That is, in legal terms, with due process and equal protection of the laws.

Our submissions today and previously[1] clearly establish that the Multnomah County Urban & Rural Reserves Staff found our property suitable for urban reserve.

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[1] Property owners in the East Bethany area have actively participated in virtually every stage of the urban and rural reserves designation process. *See e.g.* MultCo Rec. 9137-9140 (letter dated 2/23/09 to the Multnomah County Citizen's Advisory Committee (CAC) in support of urban reserve designation); *see also* Attachment "A" to this letter (East Bethany Owners' objection to the Counties' and Metro's 2011 re-designation submittal to LCDC, as incorporated into LCDC Compliance Acknowledgment Order 12-ACK-001819).

Further, our submissions establish that in passing the Multnomah County Ordinance[2] that designated our property as rural reserve the staff failed to consider evidence in the record that was uncontrovered. This is not permitted by the Constitution, or the urban and rural reserves statutes. Notably, the Multnomah County Board of County Commissioners issued a formal resolution on December 10, 2009 recommending to Metro that Area 9B should receive "no designation."[3] Inexplicably, however, the Board voted only six weeks later to change the designation of Area 9B to rural reserve.[4] This designation contradicts the evidence in the record and was not an impartial determination.

It is the responsibility of Metro to ensure the lawfulness and integrity of the reserves designation process. Under those standards, the East Bethany land is appropriate for urban reserve designation. And such designation is totally consistent with environmental stewardship.

Since 2007, we have worked with, and recently paid for, the West Multnomah Soil and Water Conservation District and the Tualatin Soil and Water Conservation District to restore the creek beds, eradicate blackberries & other invasive species, and plant native vegetation along the small portion of Abbey Creek on our land. I am proud of this work, and it demonstrates how to preserve and enhance riparian habitats, which can be done within an urban setting. It also shows how active engagement by landowners can improve riparian habitats from their unmitigated state. Clearly, if our area were Urban Reserve, it could "be developed in a way that preserves important natural landscape features," as the Urban Reserve statute provides. OAR 660-027-0050 (7).

Importantly, a 2009 Multnomah County Urban & Rural Reserves staff report found that the Lower Springville Road area rated "medium on most of the factors based on information so far" for Urban Reserve, but "rankings on key factors of sewer service efficiency, off-site transportation, and governance remain unclear or do not appear to be resolvable."[5] That was in 2009, and was not accurate regarding the "L," but even so, much has transpired since that time. It was clearly established in 2009, and still remains the case, that Beaverton and Washington County were prepared to provide governance and urban services to the East Bethany area.[6] Furthermore,

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[2] Multnomah County Ordinance No. 1161, as amended by Ordinance No. 1180.

[3] Attachment A to Multnomah County Resolution No. 09-153, at 2 (recommending that Multnomah Map Area 7 (which area includes Area 9B) receive "no designation").

[4] February 25, 2010 Board of County Commissioners Hearing and Approval of an Intergovernmental Agreement (IGA) Between Multnomah County and Metro to Adopt Urban and Rural Reserves in Multnomah County.

[5] Attachment B to Multnomah County Resolution No. 09-153, at 83.

[6] *See* MultCo Rec. 2768-2769 (letter dated 9/4/09 informing Multnomah County that Beaverton would be willing to provide governance and urban services to East Bethany); MultCo Rec. 3922 (letter dated 2/17/10 informing Multnomah County that Washington County and one or more of its service districts is likely to provide urban services—including water, sanitary sewer, transportation—to Area 9B, due to its proximity to urban services on the west side of the Multnomah/Washington County line).

Clean Water Services had agreed to provide utilities services to the area, and the adjacent development of North Bethany has now brought public utilities to our western border. So, these key factors supporting Urban Reserve designation were, and are, satisfied in fact.

The owners are also entitled to the benefit of ORS 197.040 (1) (b) which requires LCDC to "assess whether alternative actions are available that would achieve the underlying lawful governmental objective and would have a lesser economic impact" on the "economic and property interests" that would be "affected by the proposed rule." Since all of the desired factors of OAR 660-027-0050 could have been achieved with an Urban Reserve designation for the "L," this statute as well must be applied.

Finally, we have put evidence into the record that Metro study areas that were similarly situated to Area 9B with respect to the urban and rural reserve factors were treated differently during the designation process.[7] Metro has the responsibility to maintain the integrity of this process, and to do the meaningful work of evaluating the evidence and adhering to constitutional standards.

A rural reserve designation restricts any urbanization of our land for 40 to 50 years. An unjustified designation wrongfully deprives an owner of the value of their property for over two generations. The Constitution requires that deprivations of liberty or property meet the highest requirements for due process and equal protection. The record before you fails to meet those standards. You are the only agency that can easily rectify this injustice and respectfully, it is your duty to do so.

Thank you.

Respectfully Submitted,

Hank Skade

Hank Skade

[7] *See e.g.* Attachment "A" to this letter (East Bethany Owners' objection to the Counties' and Metro's 2011 re-designation submittal to LCDC, as incorporated into LCDC Compliance Acknowledgment Order 12-ACK-001819).

THE JAMES LAWGROUP LLC

ATTORNEYS

ATTORNEYS:

CHRISTOPHER JAMES
CHARLES MARR
KENDRA S. HODSON*

* ADMITTED IN CALIFORNIA

DEPT OF

MAY 31 2011

LAND CONSERVATION
AND DEVELOPMENT

May 27, 2011

VIA CERTIFIED MAIL, RETURN RECEIPT REQUESTED

Urban and Rural Reserves Specialist
Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, Oregon 97301

Re: Written Objection to Multnomah County's Revised Findings regarding Urban and Rural Reserves, Specifically With Respect to Area 9B (East Bethany)

Dear Specialist:

This office represents Robert Burnham, Vicki Burnham, Janet Burnham, John Burnham, Hank Skade, Dorothy Partlow, and Robert Zahler ("East Bethany Owners") in connection with the land use planning undertaken in connection with the reserves designation process. This letter is a written supplement to the previously submitted testimony, comment, and exceptions to the process and decisions made by Multnomah County and Metro Council with regard to the urban and rural reserve designations. This letter takes exception to Multnomah County's findings in connection with that process and the revision of those findings on April 26, 2011 and the subsequent adoption of Ordinance No. 2010-1180 based thereon, as well as Metro Council's adoption of Ordinance No. 11-1255.

The East Bethany Owners believe that the decisions made by each of the four governments, and specifically Multnomah County and Metro's decisions regarding Area 9B, violate ORS 197.010, ORS 197.040, ORS 195.141, ORS 195.145, Goal 9, OAR 660-027-0040, OAR 660-027-0050, and OAR 660-027-0060, as well as the state and federal constitutions (including but not limited to the equal protection clauses).

Specifically, the East Bethany Owners contend that the four governments erred in the following ways:

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Attachment "A"
Testimony of Hank Skade to Metro Council
March 16, 2017

- Multnomah County erred in designating the "L" within Area 9B as "rural reserve," since the decision to adoption such designation misconstrued applicable law and was not supported by substantial evidence.
- Multnomah County and Metro acted improperly in discounting and/or ignoring the substantial evidence presented by the East Bethany Owners and other parties demonstrating that the "L" within Area 9B qualifies as "urban reserve."
- The four governments, including Multnomah County and Metro, erred in determining that they complied with state law when they relied upon a new, unacknowledged report extraneous to Metro's functional plan for the purpose of identifying population and employment growth forecasts to determine land needs for reserve designations.
- The four governments erred in finding that there is an adequate factual basis to support the conclusion that all lands within three (3) miles of the Urban Growth Boundary ("UGB") are necessarily "subject to urbanization" for purposes of OAR 660-027-0060(2)(a).
- The four governments erred in deciding that they were not required to apply the Oregon Transportation Planning Rule ("TPR") when the Decision included amendments to each local government's comprehensive plan, and no provision of law exempted the reserve process from the TPR analysis.
- The four governments erred in determining that the enforcement of OAR 660-027-0060(4) ("safe harbor rule") does not violate ORS 195.141(3) and (4).
- The four governments erred by failing to consider the economic impact of the reserve designations imposed upon vast tracts of land.
- The four governments erred by failing to perform the balancing test required by ORS 197.040.
- The four governments erred by implementing and enforcing the OARs created by LCDC utilizing a process that did not comply with the overarching principles set down by the Oregon Legislature in Senate Bill 1011.

The appropriate remedy for these violations is to revise Multnomah County's findings and amend the applicable Multnomah County and Metro Council ordinances to remove from the "L" within Area 9B the designation as rural reserve and instead designate it as urban reserve. As detailed by Steven Pfeiffer in an October 8, 2010 submission to the Department of Land Conservation and Development, as well as this office's letters of December 7, 2010, December 16, 2010, and April 27, 2010, and the East Bethany Owners' letters and testimony, the East Bethany Owners, together with other affected property owners in the area, such as Metropolitan Land Group and Tri-County Investments, have, throughout the urban/rural reserves mapping program undertaken by Multnomah County, presented oral and written testimony in support of an urban reserve designation for a significant portion of the 9B area. Based upon the information and analysis made available in the record to date, we believe that designation of this area as rural pursuant to the applicable factors set forth in OAR 660-027-00Q5, et seq. is both inappropriate as a matter of regional land use policy and unsupported by substantial evidence in the record; in fact, the substantial evidence of the Multnomah County record contradicts the determination that the area is more appropriate for rural reserve. Further, we believe that a review of the available information supports a finding that designation

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of this area as urban reserve is mandated, based upon, among other considerations, immediate proximity to the Bethany Town Center and other existing urban development, the availability of urban facilities and services and the unique opportunity at this location to undertake urbanization consistent with existing ecological systems in the area.[1]

Description of The East Bethany Owners' Property

The property owned by the East Bethany Owners is a portion of approximately two hundred (200) acres located in the East Bethany area of western Multnomah County (in the area commonly referred to as the "L"). The property is rural residential in character, having been acknowledged to be poor farmland and designated as "exception" land and "conflicted" for agriculture by the Oregon Department of Agriculture. The facts support designating the "L" as urban rather than rural reserve. The Department, in its report issued September 28, 2010, noted that Area 9B meets the criteria for urban reserve.

As demonstrated in the attached Property Comparison Chart, the "L" is equally as urbanizable as other property that was designated urban reserve. The property is situated in a transition zone between sloped habitats to the north and east and urbanized areas within the UGB immediately adjacent on two sides to the south and west. The slope in the "L," contrary to the Department's report, is less than 10%. The property is located immediately adjacent to the rapidly developing communities of North Bethany and Bethany; the Bethany Town Center, which is a designated Town Center on Metro's 2040 Growth Concept Map (and thus, intended to provided localized services to all people within a two- to three-mile radius), is located approximately 0.65 miles away. Additionally, Portland Community College's Rock Creek campus is approximately 1.3 miles away. At least two different service districts expressed interest in providing utility services to East Bethany.

Standard of Review

1. LCDC Review of Decision

Pursuant to OAR 660-027-0080, LCDC must review the joint submittal for (1) compliance with the Goals; (2) compliance with the applicable administrative rules; and (3) consideration of the factors for designation of land as urban or rural reserve as set forth in ORS 195.137, *et seq.* and OAR Chapter 660, Division 27. Additionally, compliance with the overarching principles of ORS 197.040 is mandatory. For purposes of this review, "compliance with the Goals" means that the submittal must conform to the purposes of the Goals; any substantive failure to satisfy individual Goal requirements is fatal. "[S]ubstantial evidence exists to support a finding of fact when the record, viewed as a whole, would permit a reasonable person to make that finding." OAR 660-027-0080(4)(a). Because, as repeatedly detailed by this office and the East Bethany Owners,

[1] To demonstrate these points, the East Bethany Owners refer you to their previous submissions at the public hearings at the County and Metro levels, and the hearing before the LCDC in October 2010, as well as the documentation submitted by Steven Pfeiffer on behalf of Metropolitan Land Group and Tri-County Investments on October 8, 2010.

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Multnomah County and Metro Council failed to consider the actual topographical attributes of the land and make the appropriate economic balancing, in light of the reality of the limited rural use that can be made of the land, the encroaching community development already in existence, and the desire of the surrounding communities to provide services and extend their urban centers into this area in a manner that will protect the natural environment, no reasonable person could find that Multnomah County or Metro Council properly applied these criteria.

2. Judicial Review of LCDC Decision

LCDC's decision in this matter is subject to appeal to the Court of Appeals of Oregon. ORS 197.651(1). The Court of Appeals shall reverse or remand LCDC's decision in the event that the decision is

(1) Unlawful in substance or procedure, provided that any procedural errors prejudiced the substantial rights of the petitioner;
(2) Unconstitutional; and/or
(3) Not supported by substantial evidence in the whole record as to the facts found by LCDC.

ORS 197.651(10). In a recent case, the Oregon Court of Appeals reversed LCDC's decision regarding the City of Woodburn's adoption of an amendment to its urban growth boundary because LCDC's decision failed to provide an adequate basis for judicial review. 1000 Friends of Oregon v. LCDC, 237 Or.App. 213, 239 P.3d 272 (2010). In reaching this conclusion, the Court applied the test set forth in Drew v. PSRB, 322 Or. 491, 500, 909 P.2d 1211 (1996), which requires agencies to set forth "the reasoning that leads the agency from the facts that it has found to the conclusions that it draws from those facts." 1000 Friends, 237 Or.App. at 225 (quoting Drew v. PSRB, 322 Or. At 500) (emphasis omitted). In applying this standard, the Court found that LCDC's decision was conclusory and did not adequately explain why LCDC believe that the City of Woodburn's decision was consistent with applicable approval criteria. 1000 Friends, 237 Or.App. at 226.

The Department and LCDC must not simply "rubber stamp" the local government's decision. Rather, LCDC must issue its own independent written findings that fully identify the facts at issue, LCDC's legal conclusions, and the legal reasoning by which these facts allegedly lead to these conclusions, and the Department must provide the appropriate assistance with this task. In this instance, with respect to its decision in October 2010, LCDC did not provide sufficient findings or reasoning with respect to the reserves in Multnomah County. If it is not corrected at the next opportunity, the Department's report and the hearing in August 2011, the continuing failure to comply with state law and state and federal constitutional requirements will subject LCDC, and by extension, the County and Metro Council to another reversal and remand on appeal.

Exceptions

The East Bethany Owners incorporate by reference each of the exceptions asserted by Steven Pfeiffer in the letter brief submitted on behalf of Metropolitan Land

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Group and Tri-County Investments on October 8, 2010. Additionally, incorporated by reference are the arguments set forth in the letter briefs submitted by The James Law Group, on October 8, 2010[2], October 20, 2010, November 17, 2010, and in the letter of objection submitted to Multnomah County and Metro Council in connection with the April 28, 2011 hearing. None of these exceptions has been addressed by the recent revision of the findings. The East Bethany "L" has never been evaluated on the true characteristics of the land and the surrounding developments, but rather on the predetermined objectives of the political entities involved. Biased decision-making "substantially impairs a party's ability to receive a full and fair hearing." Jordan v. Douglas County, LUBA 2001-045, *3 (2001). The East Bethany Owners are still being deprived of their due process and equal protection rights.

The law requires that the LCDC and the applicable governments correct these violations by carefully considering the East Bethany Owners' submissions, along with the facts and the guiding principles set forth in the statutes; re-evaluating the designation; and correctly removing the designation of rural reserve from the "L."

Respectfully submitted,

THE JAMES LAW GROUP, LLC

Christopher James

Enclosure

Cc: Metro Council
Metro Regional Center

Clackamas County
Department of Transportation and Development

Multnomah County

Washington County
Department of Land Use and Transportation

[2] Robert Burnham, John Burnham, and Hank Skade also submitted letters and photographs on October 8, 2010, which are incorporated by reference.

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Attachment "A"
Testimony of Hank Skade to Metro Council
March 16, 2017

Land Characteristics and Use Comparison
Metro's Recommended Urban Reserve vs. Area 9B

Urban Reserve Criteria	Property A	Property B
Area Description	**Area 1C** 855 acres that Metro recommended for urban reserve designation	**Area 9B, particularly the "L"** therein 400+ acres
UGB Adjacency	Adjacent to UGB – borders UGB only on one side	Adjacent to UGB – borders UGB on two sides
Status of Nearby Land	Nearby UGB lands undeveloped, being utilized for agriculture	Nearby UGB lands developed or planned for development in near future
Land Usage	"Foundation" agricultural land, currently in agricultural use	"Conflicted" agricultural land. For the most part, not utilized for agriculture
Topographical Concerns	Few topographical constraints on urban use, existing groups of small parcels	Few topographical constraints on urban use
Landscape features	Johnson Creek – protected by drawing the boundary around it	Abby Creek tributary can be protected in a similar way
Public Sentiment	Residents and landowners favor Rural Reserve	Residents and landowners of the "L" favor Urban Reserve
Provision of Urban Services	Gresham indicated ability and desire to provide services	Beaverton, Tualatin Valley Water District, Washington County, and Clean Water Services indicated the ability and desire to provide services
Urban Rationale	Presence of an unincorporated rural community (Orient)	Proximity to community of North Bethany – across the street in some parts, less than a mile to regional town center

Submitted on behalf of East Bethany Owner's Collaboration, Robert Burnham, Chair

Attachment "A"
Testimony of Hank Skade to Metro Council
March 16, 2017

North Bethany Planning Area

East Bethany Planning Area

Legend

- East Bethany Planning Area
- Freeway
- Arterial

Reserves

TYPE

- Rural
- Urban
- North Bethany Planning Area
- Urban Growth Boundary
- County Line

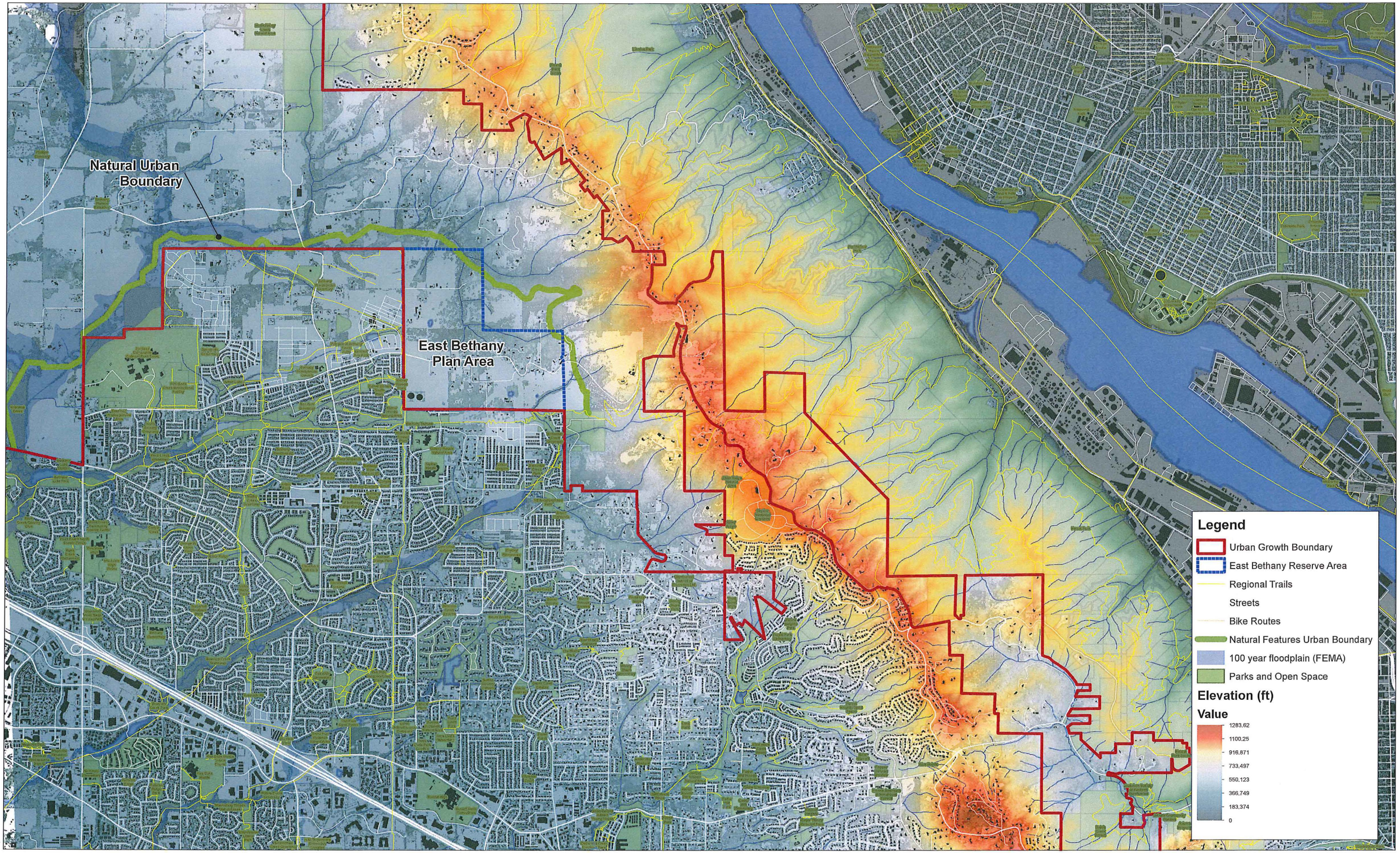
0 2.5 5 10 Miles

1:90,000

N

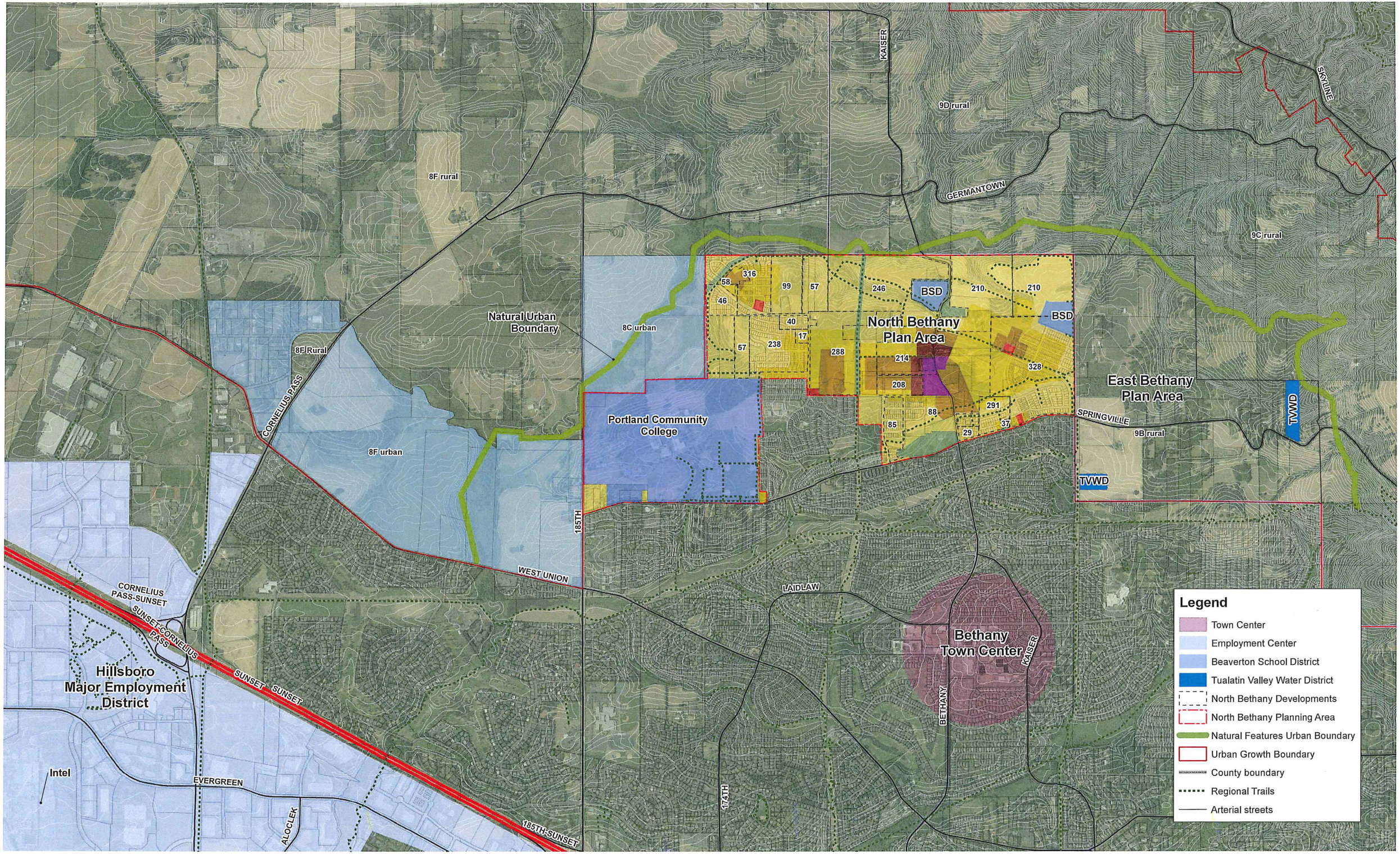
Proposed Urban Reserve Area 9B

Burnham Exhibit 1



East Bethany Reserve Area - Parks and Terrain

Burnham Exhibit 2



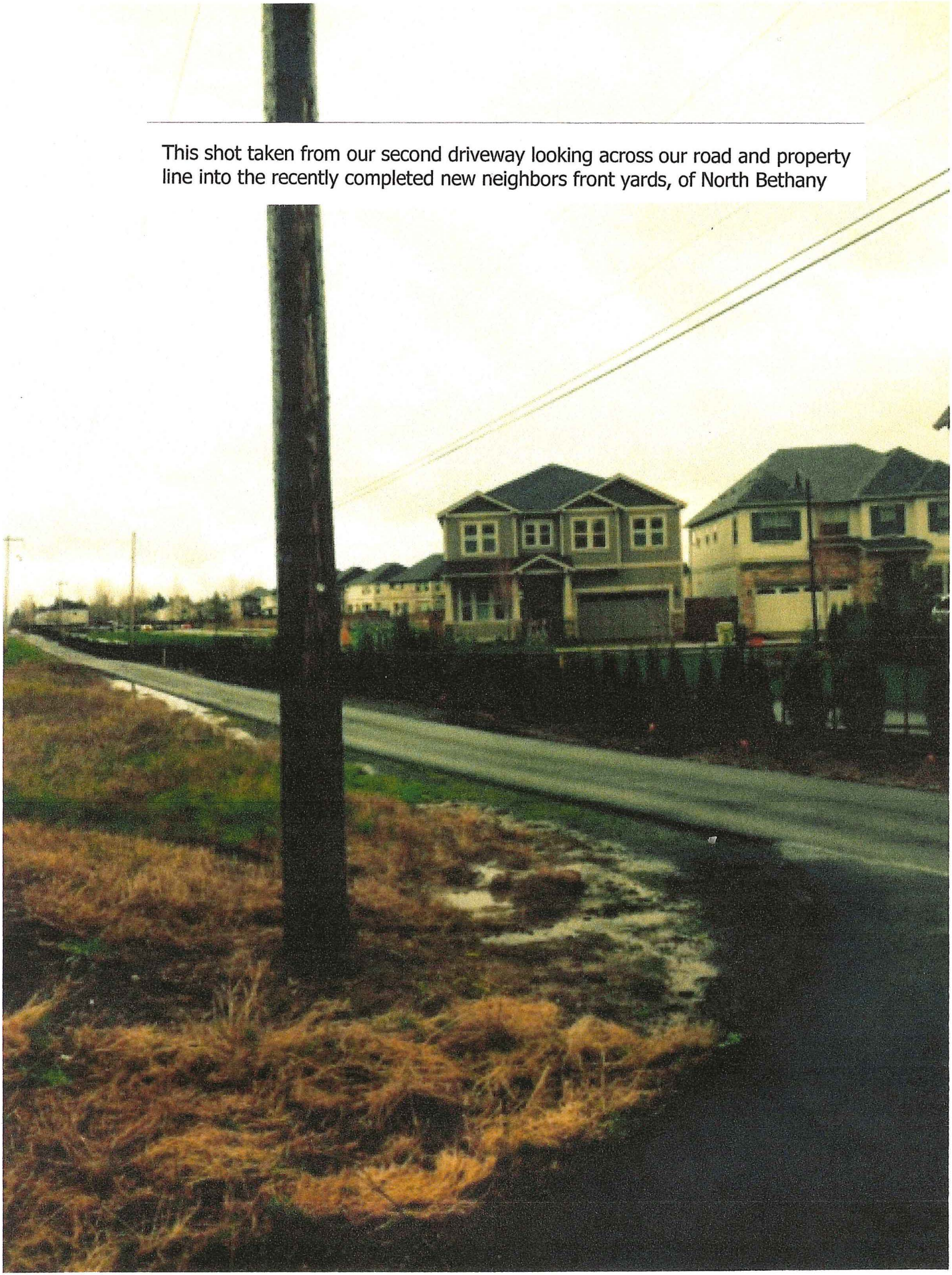
East Bethany - Metro Context

Burnham Exhibit 3

Photo taken last evening of the current construction of North Bethany from the NW corner of our "undesignated"or soon to be designated as Rural Reserve property. Our road and property line in foreground.

Burnham Exhibit 4

This shot taken from our second driveway looking across our road and property line into the recently completed new neighbors front yards, of North Bethany



Burnham Exhibit 5

East Bethany Reserve Area

Burnham Exhibit 6

TO: Clackamas County Board of Commissioners
& METRO Council

The Stafford Hamlet Compromise recognizes that North Stafford is a valuable open space that better serves our region in many ways if left undeveloped and out of the Urban Reserves. A month ago we posted this petiion online.

So far, 1168 of our neighbors showed that they agree.

> *We the undersigned urge Metro and Clackamas County to adopt the Stafford Compromise.*
> *We believe that adding an additional 50,000 residents in the Stafford Hamlet will negatively impact the quality of life of everyone in the area.*
> *Keeping these open spaces will yield beneficial outcomes for the region's people who enjoy the vineyards, fresh produce, healthy walking paths and natural beauty in the area and the birds and animals that need open habitat and access to the Tualatin river. Adding employment lands benefits the county and economic sectors of our region. Everyone wins.*

Following are the comments left on the petition for your reference.

Sincerely,
the Stafford Hamlet Board

some of our favorite comments

Stafford is a beautiful area. This area has been studied and residents surveyed repeatedly. When will commissioners and Metro arrive at a plan that respects the wishes of the community?

I've lived here for almost 30 years. It's changed dramatically regards to traffic.
Many times of the day I can't even go get the mail for all the cars in front of the house going well over the speed limit. The quality of life is lowering with too much too quick growth.

I believe that over-development in an historic location deteriorates an area that could then never be recaptured and shared with future generations.

I have been a resident here in West Linn for 34 years and have watched the encroachment of development to a beautiful rural area. What is left is this beautiful Stafford Hamlet. Besides there being no resolution to the worsening traffic situation, once this uncontrolled population increase occurs there would
be no return to this incredible jewel we still have. Please don't even consider this, it is only for the profit of a few and provides our cities, county and state very little in return.

As the Co Chair of the Lake Oswego Neighborhood Action Coalition (LONAC) I strongly support the Stafford Compromise. LONAC has opposed high density development in Stafford for over 20 years and has unanimously voted to support the Stafford Compromise on several occasions. The compromise is a win win for Stafford residents and the surrounding cities of West Linn, Lake Oswego and Tualatin, none of whom will agree to annex and be on the hook for the huge infrastructure costs associated with developing Stafford. METRO and Clackamas County should embrace and support the Stafford Compromise. They should respect the Stafford Hamlet and the cities of Lake Oswego, West
Linn and Tualatin. Failure to do so will result in a land use fiasco akin to the Damascus

Our community has worked across fence lines & political differences to identify our values and plan the future of our community. When local government ignores the democratic grassroots efforts in favor of developers and private interests of a select few it comprises the democratic process. There seems to be a conflict of interests in the decision process. Elected officials are responsible to all of their constituents not just campaign contributors.

I'm the chair of the McVey-South Shore Neighborhood Association in Lake Oswego. The traffic that urban development of the Stafford area would bring up McVey/Stafford, through the center of our neighborhood, would over burden a road already at capacity, bring unacceptable increased congestion and pollution and negatively effect our quality of life. If McVey were to be widened to accommodate this traffic, it would severely alter the character of our neighborhood and create a financial burden on the city which Lake Oswego has no funding to meet.

I own a century farm and would hate to see it threatened by a medium sized city plunked into the Stafford Hamlet area. Who but the developers will benefit from this?

Name	Location	Date	Comment
John Bachelier	West Linn, OR	2017-02-22	Urbanization of the Stafford Hamlet makes absolutely no sense for Portland, Clakamas Co., the surrounding cities and the Hamlet.
Randall Gore	Wilsonville, OR	2017-02-22	Just trying to help the will of the people to prevail- How can Metro oppose the will of the people that they have promised to serve?
Cheryl Gore	Wilsonville, OR	2017-02-22	Metro has not taken the interests of the residents of this area to heart. Increased traffic is a negative impact.
Jan Smith	West Linn, OR	2017-02-23	it is irresponsible to develop Stafford and destroy the beauty and open spaces. Leave it alone. It's perfect the way it is and there is zero need to change it.
Barbara Gottlieb	West Linn, OR	2017-02-23	I'm signing because I have been a resident of West Linn for 20yrs and have seen such a population explosion in this area. I would love to keep our open spaces for as long as possible.
Lisa Volpel	Lake Oswego, OR	2017-02-23	We do not have the infrastructure to support growth in Stafford. We need farmland and natural spaces near higher density areas for quality of life. More cows, less cars.
Kelly Kammeijer	Lake Oswego, OR	2017-02-23	Its too much
Robert Kammeijer	Lake Oswego, OR	2017-02-23	I oppose the Stafford project. It's ridiculous.
Susan Reese	West Linn, OR	2017-02-24	Our infrastructure is already overtaxed, the country many of us moved to already practically gone. Please adopt the Stafford Compromise. Thank you.
Patricia Kirkland	Tualatin, OR	2017-02-24	Adding 50,000 residents to this area will put a huge strain on schools and add to already growing traffic problems. The greater Portland area is considered a wonderful place to live because of areas like the Stafford Hamlet. Adding 50k residents will destroy the very thing that makes our area so amazing.
Chris Koll	Newark, NJ	2017-02-24	As a West Linn resident for 25 of the 28 years of my life I find peace and tranquility as I drive through the Stafford area. The other 3 years of my life I lived in the highly urbanized area of North Jersey where you find township after township of medium and high density residences. I would hate to see the same development here. Keep the rural make up of the stafford hamlet unincumbered by urbanization.
Charles Combs	Tualatin, OR	2017-02-24	I am signing to preserve the character and livability of this community.
Cindy Blake	West Linn, OR	2017-02-24	I am very concerned about the overpopulation! 50,000 new residence is way too many!
Codi T	Lake Oswego, OR	2017-02-24	I don't want to see all our beautiful, nature filled land developed! I also want our town to remain quaint like it is. Leave our land alone!
Catherine Curra	West Linn, OR	2017-02-24	This is my home
Lindsey Lelack	West linn, OR	2017-02-24	I live here and don't want anymore people in our town. Protect the country feel!
Denise LaDuke	West Linn, OR	2017-02-25	We have enough homes and residents.
Bill Henry	West Linn, OR	2017-02-25	Metro and the county need to listen to the people and stop pushing their irresponsible agenda!
Ann Thompson	Tualatin, OR	2017-02-25	I disagree with the expansion of this area. The traffic is already bad.
Kay Hopkins	Lake Oswego, OR	2017-02-26	Opposed to stafford infill.
Steve Aaker	Lake Oswego, OR	2017-02-28	Community Quality of Life Issues
peter mellon	West Linn, OR	2017-02-28	peter mellon

Name	Location	Date	Comment
Michael Garrison	West Linn, OR	2017-02-20	I would like to see balance between preservation of our unique natural setting and reasonable development. The compromise does that.
David Parker	Wilsonville, OR	2017-02-20	Urban Sprawl is not welcome here. We pay higher prices and taxes on our property. We do so because a large part of what makes this area special is the LACK of population density.
Lauren Hughes	West Linn, OR	2017-02-21	I'm signing because Metro needs to listen to the local communities that will be impacted. This density is too much for the area.
John Valley	Lake Oswego, OR	2017-02-21	I like to bike through Stafford and too many people (50k????).
brent Williamson	Tualatin, OR	2017-02-21	The proposed density will destroy my neighborhood - I am adamantly opposed to the proposal.
Cindy Maddox	Lake Oswego, OR	2017-02-21	The impact of increased density in this region will cause a hardship and have negative impacts to the city of Lake Oswego, especially it's roads due to an increased amount of traffic on its roadways.
Susan Foley	Lake Oswego, OR	2017-02-21	It is irresponsible to allow any building until the infrastructure (transportation/roads) can handle the additional traffic. Roads first houses second!
Joel Augee	Tualatin, OR	2017-02-21	Stafford triangle is a treasure not just for those who live there, but those of us who drive through it and experience the pastoral. The green space is invaluable to our quality of life. Increased density will ruin the quality of life for all the residents here. Then there is the cost. We don't have the infrastructure and can't afford the price anyway (PERS is looming, our schools are facing a financial cliff). And so how will the traffic problems be solved? What a looming disaster. Yes, housing costs are outrageous. Yes, it is a problem. But is the solution to tarnish and ruin what we have? Is it possible that not everyone can live in the Portland metro area? Housing costs need to be looked at nationally, not through a local microscope. What about natural migration patterns to other parts of the country? Let the market decide. I agree, add housing if it doesn't substantially change our identity, our way of life, and what we treasure about this state. But why destroy our quality of life to solve a housing crisis ? If the politicians really care about us, why not have a referendum put to those of us living in or near the Stafford Triangle. See what those who have something at stake think. STOP Metro and Clackamas County politicians from ruining this area. Permanently.
Linda Sorber	West Linn, OR	2017-02-21	No more congestion!! The Stafford area is one of few rural landscapes left. We should not build on every piece of land in existence; leave it natural and uncluttered.
alice beckman	West Linn, OR	2017-02-21	It is so lovely right now and it would be ruined. You can not return to rural areas when you develop them
Gail Parrick	Lake Oswego, OR	2017-02-21	I believe the area can not support 20,000 to 50,000 population increase . Metro is Wrong. * Two additional points: no existing plan (this sounds like the "Safco bldg fiasco). * I understand that this effort doesn't meet the legal or technical criteria for urban reserve inclusion.
Laura Mittelstadt	Lake Oswego, OR	2017-02-22	Supporting the Stafford Compromise
Dell-Ann Dustan	West Linn, OR	2017-02-22	No more high density housing
Anne Cunningham	West Linn, OR	2017-02-22	The traffic is already bad enough.

Name	Location	Date	Comment
Peggy Casebeer	West Linn, OR	2017-02-16	I am signing this petition because Oregon needs to keep one of the most lovely rural areas in the Portland area rural. I have lived in this area for 46 years and it would be HORRIBLE if it became an overly dense area with too many houses and traffic congestion. We have formed community groups, hired lawyers and fought to keep our Stafford area rural ever since we moved here and we will continue to fight to keep it rural. I don't even think there should be campus style businesses in the flat Borland Road area. That would certainly lead to more traffic and the building of more homes. We do not want this area to look like the urban sprawl of California or Texas. Oregon needs to keep the beauty of it rural areas in this state intact.
Candice Piazza	Wilsonville, OR	2017-02-17	I support the Stafford compromise.
Linda Mertz	Lake Oswego, OR	2017-02-17	I don't believe in density buildings, especially in an area like Stafford. Keep the country, country.
Charles Ormsby	Portland, OR	2017-02-17	As Co-Chair of Birdshill CPO /NA on NE corner of LO I am signing petition and forwarding link to residents. Prime issues: No vote on annexations to LO from Stafford Area. Horrendous infrastructure (sewer plant + pipes and pumps) along with and roadway costs. We pay for our own destruction. Again with no likely vote on bond debt instruments that have Full Faith and Credit clauses effectively encumbering your tax lot with debt. See NYTM article "With no vote taxpayers stuck with tab on bonds", 2012 Jun 25 Monday.
Iva-Marie Connall	West Linn, OR	2017-02-17	I agree with this petition. Commutets traveling via 205 use side streets due to increase wait times siting on the highway. The roadways alone cannot absorb current traffic let alone future residents.
NICHOLE HILDEBRANDT	West Linn, OR	2017-02-17	I LIVE IN THE STAFFORD HAMLET
Patricia Meier	West Linn, OR	2017-02-17	This Quiet country town does not need 50,000 more residents.It will no longer be the community I chose.It will become the grid lock of other near -by towns.WE CARE.
Marty Bankhead	Lake Oswego, OR	2017-02-18	I stand with the people of the Stafford area to preserve this area's vital rural nature, and with upholding the rights and ability of communities to find and implement cooperative solutions to challenges that serve citizens well, today and in the future.
Carolyn Ferguson	Wilsonville, OR	2017-02-18	Too many people moving into area will change our quality of life, which currently is fantastic!
Cheryl Prior	West Linn, OR	2017-02-19	To preserve the open and green spaces, and protect beauty of our precious area and the very reason that most of the residents fell in love with this area in the first place!!!! Don't allow it to be destroyed by over- development!!!
Christian Lapainis	Lake Oswego, OR	2017-02-19	Infrastructure is already strained in the area, we need to improve roads to handle the current demands before adding 50,000 more residents. Thank you
Melinda Heuschkel	West Linn, OR	2017-02-19	The livability of this beautiful area must be preserved. It is a treasure to this area that must be respected & cherished.
Isaac Weber	West Linn, OR	2017-02-20	There are already too many people.
Susan Cook	Portland, OR	2017-02-20	Our family farm is in the area designated for overpopulation with no infrastructure to support ti.
Pamela Adams	West Linn, OR	2017-02-20	Traffic congestion on Rosemont Rd.
William Griffiths	West Linn, OR	2017-02-20	There are much better plans for the Stafford area than 50,000 new residents.
Mary Griffiths	West Linn, OR	2017-02-20	I live in West Linn and LOVE the rural areas surrounding us. Adding 50,000 people would be a disaster,

Name	Location	Date	Comment
Randall Yamada	Lake Oswego, OR	2017-02-15	People need to know that some development of the hamlet will require land use conditions for urbanization of all of the hamlet. This means eventual development of all of the hamlet under the Rural Reserve designation. As Portland Metro grows it will become impossible to recover islands of rural open space within the greater urbanized area.
Michele Dempsey	Wilsonville, OR	2017-02-15	This kind of reckless growth will destroy the livability of the area. Traffic is already unbearable. The thought of the destruction of wildlife habitat that this would entail sickens me. I support the Stafford Compromise.
Tammy Starner	Lake Oswego, OR	2017-02-16	I live near Stafford Rd
Monica Henderson	Logan, UT	2017-02-16	I grew up around there and I would be so, so sad to come home and see all that beautiful GREEN destroyed. Please, please keep it rural. This planet needs beauty. The people that live there, are there for a reason! Don't ruin it for them!
Laura Cox	West Linn, OR	2017-02-16	We must also keep an eye on the water table(s) in the proposed developmental areas which will not support 50,000 more residents and maintain farmland presently established.
Linda Wagner	Lake Oswego, OR	2017-02-16	I agree with the Stafford Hamlet and would agree that Clackamas Co, needs to hault their plans. I drive Stafford and Childs Rd. all the time. There is already to much traffic. I do not want that kind of over-populated development.
Linda Nicoll	Milwaukie, OR	2017-02-16	I would like to see the decline of urban sprawl. Building up rather than out. Our cities need more parks and community gardens not larger back yards. Time for a shift in the American dream of home ownership. Just my humble opinion.
Nanette Thaut	West Linn, OR	2017-02-16	It's already getting so crowed. We moved to WL 3.5 years ago from LO. My husband can not believe how much more traffic he has on his drive to work in that short time period. Our kids attend Trillium & it's overcrowded. My son's classroom is in the hallway. And the best part of WL is the beauty. We are from a small town. I love the feeling that we live out in the country; but we don't. Thank you for taking the time to listen.
Mary Wolfe	Wilsonville, OR	2017-02-16	I firmly believe density needs to be curtailed, especially in the Stafford Area.
Jennie Wieland	Wilsonville, OR	2017-02-16	I live right next to this area. I do not want it to be urbanized. Wilsonville has changed and not for the better over the last five years.
Janice Thomas	West Linn, OR	2017-02-16	This will cause too much congestion
Judith Schmitke	Wilsonville, OR	2017-02-16	Our livability will be destroyed and our taxes will increase to an unreasonable high. They are already high enough!!
Stacy James	Tualatin, OR	2017-02-16	I do not want additional congestion in the Staffford region.
Jennifer Lera	West Linn, OR	2017-02-16	I want to preserve the Stafford area.
Kim Sparrius	Lake Oswego, OR	2017-02-16	Keep Stafford the same- horses and farm land are important
Jim Lamberson	Tualatin, OR	2017-02-16	205 already has more traffic than it can support, so many drivers are now clogging Tualatin roads (e.g., Borland & Nyberg Rd., 65th Ave.) in futile attempts to bypass 205, making our neighborhoods both dangerous and congested.

Name	Location	Date	Comment
Lissa Willis	Wilsonville, OR	2017-02-14	I support the Stafford Hamlet Compromise in the designation of Urban Reserve land in Clackamas County. I want Stafford Area to remain outside the Urban Growth Boundary. Because of the costs of providing services to the area and the topography, the area should remain rural in nature with growth to occur as currently planned by the County. Restrictions should be placed on conditional uses to guard against their negative impacts.
Don Smethers	West Linn, OR	2017-02-14	concerns about water resources
Belinda Wilson	Lake Oswego, OR	2017-02-14	I believe this compromise is the best solution. It preserves the area while allowing development on Borland Road.
JULIA SIMPSON	WEST LINN, OR	2017-02-14	Metro and Clackamas need to LISTEN to the citizens-taxpayers--NO on placing Stanford in urban reserves!!
Amy O'Connor	Wilsonville, OR	2017-02-14	It will add too much congestion.
Alice Swartz	Wilsonville, OR	2017-02-15	I support the Stafford Hamlet Compromise in the designation of Urban Reserve land in Clackamas County, to keep the Stafford Area outside the Urban Growth Boundary. Because of the costs of providing services to the area and the topography, the area should remain rural in nature, with growth to occur as currently planned by the County. Restrictions should be placed on conditional uses to guard against their negative impacts.
Margaret Jeffries	Wilsonville, OR	2017-02-15	I live in the Stafford area and DO NOT want to see the rural living lost to development.
Ruth Nicholson	West Linn, OR	2017-02-15	There are not enough community facilities in our area to support the present population. Leave the country in the country!!
Valerie Wicklund	Wilsonville, OR	2017-02-15	I support the Stafford Hamlet Compromise in the designation of Urban Reserve land in Clackamas County, to keep the Stafford Area outside the Urban Growth Boundary. Because of the costs of providing services to the area and the topography, the area should remain rural in nature, with growth to occur as currently planned by the County. Restrictions should be placed on conditional uses to guard against their negative impacts.
Wendy Livingston	Wilsonville, OR	2017-02-15	We do not need dense housing in the Stafford area.
cynthia rane	Wilsonville, OR	2017-02-15	stafford road is already too busy dont ruin one of the nicest area left in portland because yourplanning is terrible
Nicolo Pinoli	Wilsonville, OR	2017-02-15	I live here!
steve moore	West Linn, OR	2017-02-15	Traffic on Stafford road is already backed up most afternoon as are the 2 traffic circles. The schools also can not handle the increase. Leave us alone please!
Mary Hess	West Linn, OR	2017-02-15	Development without a plan for traffic relief is a terrible idea. Plus I love the open areas around the Stanford hamlet and frequently them often
Jay & Elizabeth Medley	Sandy, OR	2017-02-15	The League of Women Voters' study showed may reasons why this area is unsuited for concentrated development. The County and METRO should refer to their nonpartisan information in making a determination about the future of this area.
Janet Crawford	Wilsonville, OR	2017-02-15	I do not want 50,000 more people in the area. I moved to Wilsonville to get away from huge development.

Name	Location	Date	Comment
Lu Wells	Tualatin, OR	2017-02-12	Traffic has gotten so bad, obviously the area has become so attractive, we need to put some money into our infrastructure. ....roads we need new roads!!
victoria daly	Lake Oswego, OR	2017-02-12	Stafford area is a beautiful place to drive through, away from the concrete cropping up everywhere else. It provides mini escape
Chris Larsen	Portland, OR	2017-02-12	The vast majority of property owners and residents of stafford have coalesced around a sustainable development plan. Metro has offered nothing in the way of an explanation why it won't honor the CVP. The ravines and steep hillsides around here are clearly not suitable for employment lands and are scarcely suitable for residential development. In addition to allowing a fair path for large property owners to capitalize some of their assets, the plan protects green spaces which are an important economic asset to the metro region. Let's be realistic and honor the compromise that serves the most PEOPLE of our region.
Roger Glaser	Lake Oswego, OR	2017-02-12	Metro's plan of 15 houses per acre for this area is a disaster. It increases flooding of the Tualatin River, pollution and congestion, reduces the quality of life for all.
Tamie Brown	West Linn, OR	2017-02-12	This is wrong to bring that many people to stafford!
Jeffrey Kohne	West Linn, OR	2017-02-13	Traffic along Borland Rd, Ek Rd, and Willamette Falls drive (and the I5 corridor) is horrendous enough as is.
Margaret Rutherford	West Linn, OR	2017-02-13	This is very important to the future livability of the area! There is far too much development and traffic already.
Dale Laird	West Linn, OR	2017-02-13	Main reason stated---too many people per area.
Joseph Wikoff	West Linn, OR	2017-02-13	The Stafford Hamlet vision and compromise is a reasonable plan for preservation of a life style and meeting of housing and employment needs
Thomas Kelly	West Linn, OR	2017-02-13	I am signing this because I would hate to see the greed of a few landowners and developers destroy the beauty of the Stafford Hamlet.
Judith Umaki	Lake Oswego, OR	2017-02-13	The current plan is the result of a long and detailed process involving the citizens in the area. It is a serious overreach on Metro's part to ignore the will of the people and all the thoughtful planning and compromising they have done.
Teri Allan	Lake Oswego, OR	2017-02-13	The existing road infrastructure is already overused. If new development occurs along Stafford, additional high-volume routes will need to be added to offset congestion on Hwy 43 and McVey/Stafford. Until there is a plan to address the traffic, I cannot support increased density.
henry and norma jean germond	Lake Oswego, OR	2017-02-13	I want to see the Stafford area livable.
Jamie Budd	Tualatin, OR	2017-02-13	I'm signing because I love the beauty of Stafford and there are too many developments as is. Our roads can not support the additional congestion.
nora baker	Tigard, OR	2017-02-13	Nature and natural vs. housing and development. Proposed density is insane!!!
Trudy Harrison	Beaverton, OR	2017-02-14	Do not change this jewel!
Robert Hesslink	Lake Oswego, OR	2017-02-14	Don't build until you build more roads and infrastructure.

Name	Location	Date	Comment
Kirk Morganson	West Linn, OR	2017-02-10	This area is a special place with incredible natural features that will likely be lost forever if irresponsible development is approved.
Doris Petticord	Lake Oswego, OR	2017-02-10	I don't want this area destroyed by massive building!!!
Omar Salomon	Tualatin, OR	2017-02-10	We need more green spaces.
Steve Cook	Gladstone, OR	2017-02-10	I don't want to see Stafford wall to wall houses. Stafford road can't handle the traffic now.
Kathy Selvaggio	Silver Spring, MD	2017-02-11	I actually don't live in Maryland, but in West Linn. I love the beautiful rural character of the Stafford area. Don't ruin it!
Heather Boyer	West Linn, OR	2017-02-11	Traffic is a big concern for me. Stafford road to 205 is a problem!!!
christine williams	West Linn, OR	2017-02-11	I'm tired of all the green spaces being developed in the area. Reduces livability
Kathie Dorney	Silverton, OR	2017-02-11	I grew up in Oswego and am concerned about the loss of valued farmlands as well as the great historic significance that Oswego has as an early western settlement.
David Sullwold	West Linn, OR	2017-02-11	I live in West Linn and love Stafford the way it is.
Tamara DiVergilio	Lake Oswego, OR	2017-02-11	This area cannot take high density, there is no infrastructure to support it, and the quality of the area will be lost forever.
Peter Wright	Lake Oswego, OR	2017-02-11	The area is definitely unsuited to "development". Not only is the commute to downtown difficult, but also many of the costs of the added traffic would have to be paid by those who are adversely affected. No area should be developed unless there are NO costs to existing residents. Developers must pay for ALL infrastructure costs of the project as well as all costs that result from the added traffic including traffic lights and road widening that must take place along the communte routes. Otherwise, our lives get worse and we have to pay for it. Unfair.
Jessica Endres	Molalla, OR	2017-02-11	We moved out to the country to live in the country not a subdivision.
Cathy Chapman	West Linn, OR	2017-02-11	The irresponsible development must stop! The GREED must stop! This plan is clearly about more money. In addition to the negative impact on our community and environment, this plan will only increase the current highway/freeway traffic issues.
Charlie Jones	West Linn, OR	2017-02-11	Slow growth- compromise.
Thomas Tucker	West Linn, OR	2017-02-11	I don't want any new development in the Stafford Hamlet.
Jason Smith	West Linn, OR	2017-02-12	It is critical to West Linn's quality of life that we keep the beautiful open and natural space in Stafford. Not to mention traffic and school concerns!
Jane Babcock	West Linn, OR	2017-02-12	So tired of metro steningu
Nancy Gronowski	Lake Oswego, OR	2017-02-12	The Stafford Hamlet plan is reasonable. It provides density in the areas where it should and preserves the rural nature of other areas, benefiting people and wildlife habitat.
Valerie Feltman	West Linn, OR	2017-02-12	We already feel the huge increase in traffic in that area. Planning has not been well-plan for this urban spread!
Derek Gendvil	Las Vegas, NV	2017-02-12	Look, I know I'm from the area, & putting more people to the Stafford are would destroy our habitat & ecology of the region & since Stafford is not an incorporated community, putting more traffic would clog even more to their crowded roadways, while the city & county are not doing enough to fix our infrastructure. They don't have funding to put more roads, but we need to keep those open spaces vibrant. Tell them that they adopt to the compromise now.
Joseph Ulibarri	West Linn, OR	2017-02-12	I am signing because the roads in the area are already too congested with traffic.

Name	Location	Date	Comment
Brenda Cox	West Linn, OR	2017-02-10	This area is already over populated. We already have overcrowded schools, horrible traffic issues. Not enough businesses in West Linn to support the community. This has got to stop. We need to preserve the land we have. No more apartments, condos or high priced houses. We don't have affordable housing now. Let's leave West Linnn Stafford triangle the way it is now!
Jack Bennett	Lake Oswego, OR	2017-02-10	We need to preserve some open space in the LO-Wilsonville-OR City-WLinn area.
Jennifer Miller	Tualatin, OR	2017-02-10	Our roads and schools can't handle thousands of more people in our area. Please stop further development. Thank you!
Anne Goetze	West Linn, OR	2017-02-10	I care about the livability of our neighborhood.
Glenn Jacklyn	West Linn, OR	2017-02-10	50,000 new residents - NO WAY! I can understand some growth, but this plan is not acceptable! Jim Bernard needs to go back to the drawing board on this one!
Nancy Byerley	Tualatin, OR	2017-02-10	Live in Stafford do not want this
Bruce Johnson	West Linn, OR	2017-02-10	Liveability in this area includes open space and easy mobility. The City of West Linn is already infilling with additional residents, and surrounding roads and infrastructure are not keeping up with population growth. The Stafford Hamlet should stay a rural area for future generations.
Mary Shortall	West Linn, OR	2017-02-10	I honor the Stanford compromise. Developers have for too long orchestrated growth in our area and the compromise has given ordinary citizens voice along with the developers.
Barbara Coles	West Linn, OR	2017-02-10	The residents of Stafford Hamlet (our neighbors and your constituents) have spent years crafting a well balanced Vision for the area that was voted upon and supported by an overwhelming majority. This Vision realistically represents a reasonable solution which recognizes that there would be insurmountable infrastructure requirements and an undesirable livability outcome if urbanization is attempted. Take advantage of the extensive thought and planning that we have done and you will see that we are already a regional asset that needs to be preserved.
Jan Castle	Lake Oswego, OR	2017-02-10	I'm the chair of the McVey-South Shore Neighborhood Association in Lake Oswego. The traffic that urban development of the Stafford area would bring up McVey/Stafford, through the center of our neighborhood, would over burden a road already at capacity, bring unacceptable increased congestion and pollution and negatively effect our quality of life. If McVey were to be widened to accommodate this traffic, it would severely alter the character of our neighborhood and create a financial burden on the city which Lake Oswego has no funding to meet.
Mary Palm	Lake Oswego, OR	2017-02-10	Our roads are already too crowded. This type of expansion will bring traffic to a standstill and destroy what liveability we have left now.
Tony Brooks	Molalla, OR	2017-02-10	Rural land owners need rights to keep rural land rural without Government just making decisions.
Gary Sick	West Linn, OR	2017-02-10	A lot of time and effort by many went into creating the Hamlet vision and the Stanford Compromise to have just thrown aside and ignored.
Michael Eaton	West Linn, OR	2017-02-10	I am in favor of saving the farmland close to Portland for small specialty produce providers.
Pauline Goyette	LAKE OSWEGO, OR	2017-02-10	Traffic is a nightmare as it stands right now. I-5, 205 and 217 all inadequate for growth BEFORE they were completed!
Eric Arterberry	West Linn, OR	2017-02-10	I don't want our area to lose its unique character and become overcrowded. Traffic is already bad, it will be a nightmare if Stafford is developed!

Name	Location	Date	Comment
Bonnie Robb	Lake Oswego, OR	2017-02-10	this will ruin one of the most pristine areas of Clackamas County - we love our "country"! and our neighbors!
Dan Vorhies	West Linn, OR	2017-02-10	I've lived in Lake Oswego and West Linn since 1980. The region will never be the same if every open space is filled by development.
Melinda Guice	West Linn, OR	2017-02-10	I would like to see the rural character of the Stafford area preserved.
Dolores Minson	Lake Oswego, OR	2017-02-10	It is crucial for our communities to have at least a residual of rural ndughborhoods
Sarah Deangelis	West Linn, OR	2017-02-10	I don't want the land developed. Keep west linn beautiful and quiet .
Jayne Vorhies	West Linn, OR	2017-02-10	Stop the madness. We have bumper to bumper traffic from 3:30 - 6:30 as it is. This is a residential problem and also on the freeway. We are captive for hours. Building more houses is no solution. Stop the greed and be responsible for proper planning. Portland traffic and parking is a nightmare. Now I-5 and I-205 are joining the ranks. Do we have ajust the traffic. We don't even have a local grocery store anymore.
Dorothy Metcalf	West Linn, OR	2017-02-10	it is irresponsible to develop this area. There is too much traffic and congestion already!!
Gary Montgomery	West Linn, OR	2017-02-10	It is a beautiful pastoral area and most people would like it kept that way. The traffic is already bad and would be even worse if this land is developed.
Dorothy Christman	West Linn, OR	2017-02-10	they suck off of West Linn and do not pay any city taxes
Peggy Trachsel Bauer	West Linn, OR	2017-02-10	The quality of life we enjoy in the Stafford area would be destroyed with the development Metro wants to push through. We do not have the infrastructure to accommodate such growth. It would be irresponsible to proceed to that end.
Kathryn Hanavan	Lake Oswego, OR	2017-02-10	I live close by and ride by bicycle through this lovely area several times weekly. The traffic is already much worse and the area cannot support 50,000 more folks.
Eleanor Wynn	West Linn, OR	2017-02-10	I like the rural backroads we have out of West Linn. I detest Beaverton and Tualatin. Our quality of life depends on keeping rural property. This ONLY helps developers and ruins property values and quality of life for existing residents.
Jolynn Moore	yamhill, OR	2017-02-10	The local residents will be forced out of their homes because the taxes will become exceedingly unaffordable to pay for the new utilities infrastructure, sewer, water, power and new roads. Only the tract-home developers, which employ low wage labor, will make big profits, sticking it to the locals who have to pay for the infrastructure and live with the exploded over population. The new tiny lots, sliced into the hillside topography, will erode in Oregon's high rainfall, remember this is not the desert Southern California climate where land developers rule and create unfriendly suburban sprawl neighborhoods. The new homes will crack, slip and slide in this crowded steep topography, leaving new owners motivated to file law suits against negligent government planners and greedy developers. Also this kind of population explosion will damage the water quality of the already overburdened Tualatin River, from the rainfall runoff. Oregonians do not want to destroy the quality of life for which we are famous. The courts have already decided on this issue. Absolutely not a viable plan to destroy the lifestyle of this historic, desirable, livable and affordable area of West Linn, Stafford Hamlet and Lake Oswego.
Marilyn Scott	West Linn, OR	2017-02-10	Save Stafford as it is, a delightfully rural neighborhood with protection of the Tualatin River.

Name	Location	Date	Comment
Laura Stallard	West Linn, OR	2017-02-09	Dense housing will create many problems in this area. There is no infrastructure to support adding residents in this volume. The area's topography does not at all speak to an ideal location to try and build up in a residential fashion. To accommodate that would involve massive road construction, building of schools and shopping areas to service the influx of population, etc. And, we are not talking massive amounts of land here. It would have to be jammed into this space. Dislocating wildlife, compromising the river, and eradicating open spaces. High density housing is NOT at all an acceptable idea for the Stafford area. Thank you.
Marla Gaarenstroom	West Linn, OR	2017-02-09	I believe the Stafford Compromise is a reasonable approach to development/buffer ratios for the Stafford Triangle Area that is under consideration for development.
Kim Spear	Lake Oswego, OR	2017-02-09	The area simply cannot sustain this level of density. It would be unsightly, extremely overcrowded and a traffic disaster! NO NO NO!!!
John Gunn	West Linn, OR	2017-02-09	Stafford Hamlet needs to be protected and preserved from a 50000 home development!
Audrey Block	Lake Oswego, OR	2017-02-09	There is no infrastructure that can support this amount of development.
Holly Stuart	Tualatin, OR	2017-02-09	Our roads are clogged already.
Leonard Schaber	Tualatin, OR	2017-02-09	I believe the Stafford Compromise reflects the desires of the majority of the area residents and best preserves the rural character we cherish while providing for added employment opportunities to meet growth expectations.
Jansi King	Wilsonville, OR	2017-02-09	I'm signing because I moved to the Portland area 40 years ago because of the livability factors. At that time, there were plenty of homes available on half acre lots and traffic was fairly reasonable. I have watched the livability diminish as lots have become smaller and traffic has become completely unreasonable. I hope the plans in this petition will be adopted.
Keri Winscott	West Linn, OR	2017-02-09	I don't want to see the Stafford Hamlet overpopulated!
Judy Taylor	West Linn, OR	2017-02-09	I am signing because I agree with the signers of this petition - they've said it all. And I recently drove down Scholls Ferry Road and saw the horrendous growth. What was once a "neighborhood is now 'high density' - they tout it as 'walkable' but it's so tight you would have to squeeze through! The roads are so congested that I am told what was a 10 minute drive from 217 to their home is now double on a good day! Please - not another development that leaves out of state developers wealthy and those who love West Linn and the surrounding area suddenly living in a 'high density' Tigard. Thank you - and I can't imagine our representatives voting otherwise!
Ellen Urbani Gass	West Linn, OR	2017-02-09	I am a resident of this charming region and value/guard the biodiversity it affords us.
Lois Read	West Linn, OR	2017-02-09	Stafford is a beautiful area with green rolling hills, forested areas, rural homes and 2 lane roads that benefits city and Stafford residents alike. County Commissioners should choose a different path and support the Compromise for the Stafford area. Carving up and bulldozing this unique area is not what 64,000 residents of Lake Oswego, West Linn and Stafford want.
Genevieve McNulty	West Linn, OR	2017-02-09	I love the open fields and spaces. We do not need any more crowding or traffic.
Terri Ward	Tualatin, OR	2017-02-10	Metro has only listened to the voices of a small minority of the people it it supposed to represent for quite sometime. This has to stop.

Name	Location	Date	Comment
Elizabeth Dimick	Fort Myers, FL	2017-02-09	I grew up in Stafford. Awful to see what has been happening to my childhood home. :-(
Lenny Noice	West Linn, OR	2017-02-09	Too much crowding and no plans to fix the highways or infrustructure to support such a population growth.
Walt Gamble	West Linn, OR	2017-02-09	Thank you Kate. Get Loyd to sign too?
Jodi Dodd	West Linn, OR	2017-02-09	205 is a nightmare! So is Stafford Road!
William Etheredge	Lake Oswego, OR	2017-02-09	I'm opposed to high density housing that impacts all contiguous communities
Fern Robin	West Linn, OR	2017-02-09	I'm signing this in opposition of the planned development of the Staffard Triangle! Enough is enough ... STOP THE MADNESS!
Rick Jenkins	West Linn, OR	2017-02-09	The infrastructure around Stanford Hamlet cannot support anymore vehicles. I205 is already congested beyond maximum capacity during peak hours schools will be needed and all major thoroughfares will need significant additional lanes and upgrades. They do already. This effort to add additional residents to the area makes zero sense.
James Wilmes	West Linn, OR	2017-02-09	I believe strongly that we must resist the temptation to urbanize the Stafford Area. This is probably the most beautiful region in the Portland area, and it would be a huge tragedy to over develop it. I support the Stafford Compromise.
Kimberly Anderson	Fort Smith, AR	2017-02-09	Traffic is horrendous here as it is- another 50,000 people and there will be serious overcrowding and gridlocked roads!
Taranvir Banwait	Damascus, OR	2017-02-09	I do not approve and the traffic will be crazy.
Susan Nicholson	West Linn, OR	2017-02-09	We cannot handle that much development without damaging the rural flavor of the area. And our traffic system here is already maxed out and very congested. The impact of the additional traffic would be devastating.
michael warner	Woodburn, OR	2017-02-09	This would create a gridlock nightmare for the entire region. It's time to stop creating another La or Seattle...
John Williams	Wilsonville, OR	2017-02-09	I think Wilsonville already is too big and overpopulated.
Sandy Kammeijer	Lake Oswego, OR	2017-02-09	The open space is beautiful and it makes Lake Oswego special with less traffic.
Sue McGuire	West Linn, OR	2017-02-09	Our community can. It handle this type of growth
Megan Bowes	WEST LINN, OR	2017-02-09	All areas surrounding the Stafford Hamlet area do not want further development. We have made that clear.
Patrick Lewis	Portland, OR	2017-02-09	It is important to recognize the complications and potential problems adding this large number of people would have to the area. Without thinking through things such as traffic complications and environmental changes, the impact could diminish quality of life for all involved, including those moving to the area.
Kirsten Solberg	Portland, OR	2017-02-09	Smart growth has long term positive impacts and poor land use planning is nearly impossible to repair down the road.
Gladys Kennedy	West Linn, OR	2017-02-09	The Stafford Hamlet is a beautiful, unspoiled area just the way it is. Development is not needed and it would ruin the hamlet and surrounding areas. Developers should go outside the state of Oregon if they want to develop land.

Name	Location	Date	Comment
Nancy martin	West Linn, OR	2017-02-08	The lifestyle here is why I moved from Chicago! Keep the population down to not effect it!!
Kevin Vedder	West Linn, OR	2017-02-08	West linn is already overcrowded at our schools. No need for more families.
Dotty Dilling	Salem, OR	2017-02-08	Don't approve the high density house developments in this beautiful rural area.
Carolyn Harris	Lake Oswego, OR	2017-02-08	We do not need unrealistic growth. Please consider traffic implications among many other factors.
Sharon Olsen	West Linn, OR	2017-02-08	I do not want our farm lands to be paved over, building that benefits only the developers without any infrastructure in place. Traffic is already horrible on Stafford and Rosemont roads which people are using to escape Interstate 205. I am totally against this and I will work to defeat anything along this line.
D Levine	West Linn, OR	2017-02-08	I'm signing because West Linn has consistently opposed Metro's encroachment and allowance of development in the Stafford Triangle. This policy should remain in place for all of the same reasons it has been in place the last 30 years.
Leslie Robbins	West Linn, OR	2017-02-08	I like the undeveloped land around West Linn, it's a big part of why we moved here. Once that land is developed, there is no way to get that green space back. Preserve for the future.
Lyneil Vandermolen	Tualatin, OR	2017-02-09	I own a century farm and would hate to see it threatened by a medium sized city plunked into the Stafford Hamlet area. Who but the developers will benefit from this?
Teresa Riscoe	Tualatin, OR	2017-02-09	I support the Stafford Compromise. Ignoring the outcome of lawsuits and pushing their agenda against the will of the residents of the area is not the kind of behavior that we appreciate from Metro and Clackamas county. The Stafford area is very beautiful and needs to be developed thoughtfully and carefully or not at all.
Janae Wolf	West Linn, OR	2017-02-09	We do not want our area to become any more congested than it already is.
Carole Lukas	West Linn, OR	2017-02-09	No infrastructure to support these builders and developers. We don't need this to turn into another Beaverton Hillsboro I 205 is too congested as it Is. NO to Stanford Hamlet development!
Walt Gamble	West Linn, OR	2017-02-09	Thanks to the first 500 signers. If each of you would get one person to sign we'd hit 1000.
Terence Shumaker	Oregon City, OR	2017-02-09	Developers and developments like this never pay for the down-the-road costs of infrastructure. Roads, utilities, schools, increased sewerage treatment facilities, expanded fire and police protection, all of these in the end will result in an increase in property taxes. That's because the only winners are developers. They NEVER have to pay the full cost of development. Then the community is left holding the leaking bag, and funding is never found to fully address the expanded needs of the expanded community.
Amy Cushman	Lake Oswego, OR	2017-02-09	I do not think that there should be ANY more homes built unless the road situation is assessed for traffic!!! I sit on Childs trying to get on to Stafford for a ridiculous amount of time to get to I205. There are constant accidents on Johnson road onto Stafford, causing even more delays. The roads cannot contain and move the amount of traffic we have now. NO MORE TRAFFIC!!!!
Leslie Hawkins	West Linn, OR	2017-02-09	I am opposed to the plans
Josh Barinstein	Portland, OR	2017-02-09	We can't allow this to happen!!
Kathy Selvaggio	Silver Spring, MD	2017-02-09	I live in West Linn, and while I believe in responsible development, I believe that the rural character of this area should be retained.
Vickie Maloney	West Linn, OR	2017-02-09	I don't want OR to turn into CA

Name	Location	Date	Comment
Megan Boyd	Tualatin, OR	2017-02-08	I grew up in Tualatin and returned as an adult to raise my family here. I love that we are close to the action but have a beautiful open area too with vegetation and a little country feel. I want my children to enjoy this area and preserve the beautiful balance that our local has to offer.
Vickie Sheppard	Tualatin, OR	2017-02-08	I don't want more traffic. Plus the schools are already crowded.
Nancy Parkins	Tualatin, OR	2017-02-08	Traffic congestion is already too dense. This is NOT a good idea.
Marissa Taylor	West Linn, OR	2017-02-08	I live in the Stafford Hamlet and do not see how it could support this type of change without becoming completely different then the community I have come to love. It is a great place to live and this would destroy what this area is all about!
Chris Del Carlo	West Linn, OR	2017-02-08	I don't support the expansion.
Peggy Watters	West Linn, OR	2017-02-08	More building, especially dense housing or any industrial will bring traffic to a stop, impact environmental quality that we cherish and destroy a diverse liveable environment for wildlife that is an important part of living in this area. It is well documented that density populations suffer more stress, depression and aggressive behaviors than those with room to move. For the health and wellbeing of our future, vote NO on this density plan. Once it is paved and built on, there is no recovering what was treasured there before.
Frederic Ciccotelli	West Linn, OR	2017-02-08	Congestion in the area is already a problem. Traffic is often backed up from Ek Rd near the Stafford exit to the 10th St exit. Nowhere to increase lanes on Borland Rd.
Henry Achcar	West Linn, OR	2017-02-08	Stop the irresponsible development in the Stafford Hamlet !
Jenessa Roberti	West Linn, OR	2017-02-08	I don't want more traffic! I would like to see the natural spaces preserved, as well.
Scott Etheredge	West Linn, OR	2017-02-08	This is totally irresponsible and all for the wallets of developers.
Paula Hamm	West Linn, OR	2017-02-08	Portland is becoming almost unlivable due to heavy traffic. I don't want this to happen to my neighborhood.
Kathleen Hoots	West Linn, OR	2017-02-08	Our family is second-generation Stafford. Can't we preserve this unique area so that another generation can enjoy it?
Ann Wilson	lake oswego, OR	2017-02-08	Be responsible, for God's sake!
Michelle Cook	Fair Oaks, CA	2017-02-08	I do not want 50k more residents in the Stafford area. I will negatively impact our way of life.
Chris King	Wilsonville, OR	2017-02-08	I am signing to maintain the livability of the Portland Metro area
Virginia McQueen	West Linn, OR	2017-02-08	We need buffering open spaces between dense developments. Traffic is congested already. What is wrong with 5 acre ranchettes?
Mitch Moulton	West Linn, OR	2017-02-08	Stay in Portland. Leave us out of your mess.
Samantha Hazel	West Linn, OR	2017-02-08	We cannot absorb more development.
Christine Roth	Lake Oswego, OR	2017-02-08	Even though my home is just outside the boundary of the Stafford Hamlet, because of the potential increase in traffic on the few undersized and inadequate roads, there is a huge impact on thousands of people who have no say in the development of the Stafford area. Until infrastructure is planned, in place and funding secured, it is irresponsible to even potentially bring Stafford into an Urban Reserve. I understand the need to work with Metro, but Metro also needs to take a good hard look at what they will wreak if Stafford is developed. The results would be unacceptable. Don't bring Stafford into the Urban Reserve.

Name	Location	Date	Comment
Linda Hamel	West Linn, OR	2017-02-07	I support our rural neighbors, stewards of these life-giving woodlands, meadows, rivers, and streams, and the peaceful solitude this endangered enclave provides for us all--by filtering the water and air, reduced erosion, and providing much needed habitat for diminishing fauna and flora in the Willamette Valley. I agree with their statement: "Understanding that our community impacts those around us, as theirs impacts us, we propose this as a regional solution that benefits Hamlet residents and the future generations who will live here, as well as residents of the surrounding cities, by providing a pastoral buffer zone their residents can (and do) enjoy but still allows them to keep their own individual character and identity." The Compromise is the end result of 10 years work--developed, debated and ratified by a community vote in 2015. This community has earned the right to be heard and respected. Stewards of Stafford are making a unfortunate compromise. Metro and Clackamas County should stop insisting upon more when Stafford lands north of the Tualatin River didn't meet the legal or technical criteria for Urban Reserve inclusion. in 2009 and they have no funding for urban infrastructure.
Jolene Itami	Tualatin, OR	2017-02-07	Jolene Itami
Lisa Terrall	Tualatin, OR	2017-02-07	Too many people!
Joann Von klopfenstein	West Linn, OR	2017-02-07	I want to save Stafford hamlet
Patti Brown	Tualatin, OR	2017-02-07	To stop over development. Maintain natural land and preserve the environmental balance.
Brad Scoggins	North Bergen, NJ	2017-02-07	I was raised in West Linn, and traveled the Stafford area almost daily for decades. Portland's sprawl has already badly affected far too many once-beautiful, traffic-free, modestly populated areas in all neighboring counties, and all that makes the Stafford area so appealing is being compromised, and with further development, would soon be gone.
Holly Macfee	Lake Oswego, OR	2017-02-07	I want the hamlet to maintain its open space and farm like character
Christine Linder	West Linn, OR	2017-02-07	It is such a lovely breath of green between the generic stores and traffic. We need to save this space.
James Vigue	West Linn, OR	2017-02-07	This proposal is ridiculous and irresponsible on its face.
Maru Gurney	Lake Oswego, OR	2017-02-07	I support the Stafford Compromise!
Julie VanEtten	Tualatin, OR	2017-02-07	I agree with a more balanced use of the land.
David Houston	West Linn, OR	2017-02-07	The community and the law are against including Stafford in the Urban Reserves. Doing so would destroy the livability of our community.
Elsa Eszenyi	Damascus, OR	2017-02-08	We've gone through some real ridiculous things similar to this in our community. I don't wish this on anyone. KEEP PORTLAND WEIRD and stay out of the the peaceful countryside!
Ava Scherneck	West Linn, OR	2017-02-08	I want to keep this area as open spaces
Julie Hugo	Oregon City, OR	2017-02-08	I want to stop urban growth and I support our smaller communities staying 'small'.
Heidi Gonzalez	Tualatin, OR	2017-02-08	I have lived in this area for 15 years. It the best area and do not want to see it go away
Pam Armstrong	Tualatin, OR	2017-02-08	We need to develop wisely.
Jeremy Boyd	Tualatin, OR	2017-02-08	Because I'd like to keep this area full fields, pastures, and green space

Name	Location	Date	Comment
Sandra Fresh	West Linn, OR	2017-02-06	I'm signing because this is our home and we moved here 33 years ago due to the environment we live in. The traffic is already a big problem on Rosemont and 205 and will only become a nightmare.
Elaine Young	West Linn, OR	2017-02-06	I am against changing the boundaries of the Urban Growth reserve in the Stafford Hamlet.
Seri Lopez	West Linn, OR	2017-02-06	Are you kidding!!! 27,000 homes in this area. WHAT an OUTRAGE you people are unbelievable!!!
Graciela Cargni	Tualatin, OR	2017-02-07	I am concerned in the density of this project and it's negative affects on the livability of our region. Too much congestion in the name of profits is not a good trade.
Joanne Holly	Tualatin, OR	2017-02-07	I support the Stafford Compromise.
Scottie Sterrett	West Linn, OR	2017-02-07	How can you so seriously disrespect the many residents of Stafford? Who is paying you to do this? Full disclosure, please...
Nick Dechenne	Vancouver, WA	2017-02-07	I now live there. There isn't infrastructure to support this growth, it's irresponsible!
Ranae Ciccotelli	West Linn, OR	2017-02-07	It is to many people. Already have traffic problems
diane Burnette	Tualatin, OR	2017-02-07	overcrowding population and roads
jeanne subotnick	lake oswego, OR	2017-02-07	downtown L.O. has already been ruined don't do it to Stafford!!!!!
Kathleen Berardi	Lake Oswego, OR	2017-02-07	I agree and urge my elected officials to block irresponsible, high density development and adopt the Stafford Compromise. I'm counting on you to preserve the natural beauty, open space, and livability of the Stafford area.
Anne Weaver	West Linn, OR	2017-02-07	Stop developing our Hamlet-listen to the people and our vision for this area!
Kathleen Karapondo	Tualatin, OR	2017-02-07	The infrastructure can barely support the current level of residents. We need to preserve what makes Oregon unique, not build more suburbs. Once it's gone it's gone forever.
Kathleen Roles	West Linn, OR	2017-02-07	Because of the diverse affects smell, noise, effect on Ground Water for wells, big truck traffic and air close to schools and people who live in the area.
Brent Ricks	West Linn, OR	2017-02-07	Metro needs to follow the ruling of the state Appeals Court--Stafford Hamlet has proposed a workable solution. Continued ignorance by the Metro council will only result in protracted legal objections-- hopefully some day leading to the dismantling of Metro-
Heather Burden	West Linn, OR	2017-02-07	I'm a resident of the Stafford Hamlet and this isn't what Metro and Clackamas County agreed upon in the not so distant past. Protect our green spaces.
Robert Cook	Salem, OR	2017-02-07	I grew up in Stafford when it was more beautiful and wild.
Ann Harding	Lake Oswego, OR	2017-02-07	This is my home and if this were to happen it really would destroy the livability of this region forever!
betsy bensen	west linn, OR	2017-02-07	I've been against development in the Stafford triangle for many years and feel just as strong about preserving that area as "breathing space" for those of us who live in the adjacent cities. Progress doesn't mean tearing up the beauty around us, but preserving it.
Gail Kempler	West Linn, OR	2017-02-07	Stafford Hamlet residents deserve a full right to determine our future development!

Name	Location	Date	Comment
Peggy Kirkendall	West Linn, OR	2017-02-06	This level of development will greatly create an enormous traffic issue for West Linn which is dependent on Borland and Stafford Roads to grant access to our community.
Mary Benson	Lake Oswego, OR	2017-02-06	I want to protect the livability of our area.
Petroff Mark	Tualatin, OR	2017-02-06	I live in the Stafford Hamlet and do not want further development due to lack of infrastructure and poor forward thinking of our state and local planners/politicians
steve Miesen	West Linn, OR	2017-02-06	The vast majority of all the surrounding residents wish Stafford to remain rural.
Rick Tillman	Wilsonville, OR	2017-02-06	50,000 residents to the Stafford Area will destroy the livability of our region!
Alan Rosenfeld	West Linn, OR	2017-02-06	I am strongly against urbanization of Stafford north of the Tualatin River for all the reasons mentioned in this petition.
Chris Hatzi	Tualatin, OR	2017-02-06	This plan will destroy livability in Tualatin and create terrible traffic conditions throughout Tualatin, Lake Oswego, and West Linn.
Susan Chizum	Tygh Valley, OR	2017-02-06	I'm tired of the additional units, and houses without any consideration to the traffic it brings to the current residences.
Jim Harvey	Tualatin, OR	2017-02-06	We have a unique geography (rich farmland) and spacing (not on top of each other) that should be maintained. Speaking as a former volunteer on planning committees in Tualatin, our community is well thought out with residential, commercial and industrial zoning, and exceptional cooperation with Lake Oswego and West Linn. I urgently ask Metro and Clackamas County to look to other sources of land to meet infill quotas that have superior infrastructure already in place and nearby jobs as better options.
Lori Lansing	Tualatin, OR	2017-02-06	It would be Unbelievably irresponsible to add more cars to the already existing disaster that is called 205! Please don't destroy the area we moved into for the fact that it is not a sea of people. It is what makes the Portland area a great place to live!
Stephen Houseworth	West Linn, OR	2017-02-06	Traffic on Ek Road and Borland Road - Coming off Stafford Road is already backed up for miles on a regular basis. 3,000 more residents would make traffic ridiculous and untenable!
Debra Rifkin	West Linn, OR	2017-02-06	The roads here in Stafford are already maxed out!
Christopher Ward	Tualatin, OR	2017-02-06	I strongly oppose changing the character of the rrff5 zoning code to admit any other zoning arrangement
Lori Tydeman	Lake Oswego, OR	2017-02-06	I'm signing this is a realtor and her stand the need for expansion but not in this manner.
Susan White	Tualatin, OR	2017-02-06	the development proposal is outrageous.
Rebecca Farris	West Linn, OR	2017-02-06	There is. other e tough money for all the infrastructure true that will be needed. Also open spa center is Italian for the well-being of. both wildlife, which is currently highly stressed, and people.
Christopher Ward	Tualatin, OR	2017-02-06	I wouldn't support this if you live in the Borland area. Looks like this committee has set our area up to become the sacrificial lamb in the urban reserves game. This is not an unconditional good thing for Stafford residents and it unfairly puts the burden on Borland.
Charles Johnson	West Linn, OR	2017-02-06	This level of expansion is unacceptable and indifferent to the entity we have established to represent us and disrespectful to voters and taxpayers who live in this area and appreciate the surroundings as they currently are. Stop this now and adopt the compromise which has been arrived at through a reasonable and democratic process.

Name	Location	Date	Comment
Steven DeLugach	West Linn, OR	2017-02-06	Our community has worked across fence lines & political differences to identify our values and plan the future of our community. When local government ignores the democratic grassroots efforts in favor of developers and private interests of a select few it comprises the democratic process. There seems to be a conflict of interests in the decision process. Elected officials are responsible to all of their constituents not just campaign contributors. Steve Delugach
Cheryl Friedman	Portland, OR	2017-02-06	I grew up in this area and this must not happen it will destroy so much wildlife and it devastates everything that this place is - it's a crime
Michele Blankenheim	West Linn, OR	2017-02-06	Stop development. It's too congested.
Elissa Minor Rust	Lake Oswego, OR	2017-02-06	I want our city to stay beautiful and retain it's small-town feel. Developing Stafford that much would be a travesty to the beauty of the county and cause traffic snarls , overcrowding, etc. I support the compromise!
Daniel T. Cowdin	West Linn, OR	2017-02-06	Too much development already.
marji king	West Linn, OR	2017-02-06	Because I want quality of life and the traffic in front of my house has tripled this year and the street I walk with my grandchildren is becoming unsafe.
Catherine Curra	West Linn, OR	2017-02-06	I moved back to this area after 40 years because I love it so much. I found it much the same as it was when I was growing up. I'd love to help preserve it for my own children to enjoy and treasure.
James Gless	West Linn, OR	2017-02-06	It is extremely important for Metro and Clackamas County to understand that great urban and regional planning provides for natural buffers between adjacent communities. These natural buffers, such as the Stafford Hamlet, enhance the neighboring communities' sense of identity as individual entities while contributing to their desire to be a part of the larger regional whole by, in part, giving them an area (the Stafford Hamlet in this case) to protect for their mutual benefit. Furthermore, the preservation of more and larger open spaces for the public to encounter as they travel outward from Metro's core (the City of Portland) is a fundamental tenant of land use planning practice. It is in keeping with the general transitional "step-down" approach used at most zoning boundary changes in the land use planning process as the plan moves from higher density to lower density areas of development. If this approach is supplanted by the suburbanize and urbanize model used in so many urban areas and their connected suburban regions we will end up with the LA Basin, Bay Area, and Seattle-Tacoma model wherein the only thing separating cities is a sign saying "Welcome, Another City, USA, Population: Too Damn Many"
INA GEBERT	PORTLAND, OR	2017-02-06	It's time for whomever-in-charge in Portland-Metro government offices to stop advertising for people to move here. The area is already far less "livable" than it was 10 years ago due to traffic alone. We need another Tom McCall, I guess.
Sarah Kusyk	West Linn, OR	2017-02-06	As a homewoner in this area, this would destroy the livability of our area. The roads are already clogged with traffic and every single month there is a traffic accident on Stafford Road. Borland Road would be ruined if it became Kruse Way (the proposed plan that Metro is looking at passing within the next 60 days). There is absolutely no plan in place to address traffic, sewer, water. The Cities of West Linn, Lake Oswego & Tualatin are all opposed to this plan because they know it would be a total disaster for all communities, not just Stafford.
Terry Boswell	West Linn, OR	2017-02-06	I want to preserve the character of our Stafford hamlet and protect it from urbanization!

Name	Location	Date	Comment
Walt Gamble	West Linn, OR	2017-02-05	Our community, including the developers, put ten years into developing our vision of change. The Stafford Compromise represents that vision. Please respect the wishes of the citizens.
Debra Gadbois	West linn, OR	2017-02-05	I use this area to walk ride bikes , and run and I'd love to see it preserved
Jim Farrell	West Linn, OR	2017-02-05	I want to keep Oregon's livability while we control growth. There are better options than putting more cars on the road and destroying farmable land.
Synthia McIver	Tualatin, OR	2017-02-05	I value the beauty of the area. I value the natural spaces that allow wildlife habitats and respect for waterways.
Katharine Wilson	West Linn, OR	2017-02-06	As a resident of Johnson Rd. traffic is already a nightmare. 50,000 people will only make it worse. The residents have worked hard to put together a compromise plan that should not be ignored!
Carol Silva	West Linn, OR	2017-02-06	Stafford Road is already a nightmare at 8:00AM and 5:00PM. Many weekday mornings the flow of cars won't allow me to turn left out of my neighborhood.
Angela Kastrava	Portland, OR	2017-02-06	Land is vulnerable and needs our protection for future generations and the health of our planet.
Michelle Gallagher	Portland, OR	2017-02-06	Because my friend lives there, and they already decided they don't want these changes.
Heidi Adcock	West Linn, OR	2017-02-06	Traffic is bad enough already.
Carol Reinmiller	West Linn, OR	2017-02-06	We cannot handle more traffic, population, noise and pollution in the Hamlet. Our schools will become more overcrowded than they already are and our roads just cannot handle that much traffic.
Jay Minor	West Linn, OR	2017-02-06	I am very disappointed how the Board of County Commissioners has treated the Hamlet and the three cities. Ignoring us and supporting a flawed system lead by METRO.
Larry Read	West Linn, OR	2017-02-06	The residents of West Linn, Lake Oswego and Stafford will be severely impacted with high density urban development. Higher property taxes, crime and up to 200,000 additional car trips per day through neighborhoods. Loss of rural living for Stafford and a buffer that gives Lake Oswego and West Linn their small town separate identities. Say NO to urban Stafford and a combined MEGA city!!
rebecca smith	West Linn, OR	2017-02-06	The Stafford Triangle provides one of the few places in Portland that allow me to experience what this area was like when I was growing up. Urbanizing it will diminish everyone's understanding of what a decent urban environment can be like going into the future. We must protect such places so that our children and their children have a standard of beauty and health against which they can judge the quality of their current environments.
Elizabeth Lockwood	Portland, OR	2017-02-06	I believe growth needs to happen mindfully and sustainable. Let's slow down and come up with a good plan that meets everyone's needs.
ETHAN SMITH	portland, OR	2017-02-06	Stafford is a special place in the metro area, an important and invaluable public respite from dense suburbia. Whether you live in it, near it, or just drive through it on occasion, it's one of the things that makes the metro area livable, livable, and desirable. Please do not compromise this vital asset.
Whitney Heros	Portland, OR	2017-02-06	Maintaining our open spaces is important. That's why we moved out here FROM THE CITY.
William D & Lois L Miller	West Linn, OR	2017-02-06	You elected officials should listen to the people who live here & have worked together & compromised together, & now request you honor the process you have said in the past you would recognize!

Name	Location	Date	Comment
Thane Eddington	West Linn, OR	2017-02-05	As the forme Chair of the Staffird Hamlet at the time when the Stafford Compromise was formulated and passed, it is my hope that Metro and the Clackamas County Board of Commissioners see the value of dialogue and compromise. Our community has come together and formulated a commmnity approved document that exemplifies compromise and community engagement. As your constituents, please recognize the time, passion, and efforts of individuals like me who have sought and achieved a solution that passed with an overwhelming 86% majority. It is my belief that if you chose to heed the voice of the denizens of the Hamlet, you will have acted with integrity in your elected responsibilities. Thanks, Thane M Eddington, Stafford Hamlet Vice Chair & Chair 2014-2015
Robert Muehe	West Linn, OR	2017-02-05	I do not want 50,000 new residents in the Stafford area. To much traffic already. Why ruin a beautiful open area. Don't ruin the livability of West Linn residents for the sake of profit.
Patricia Gayle	Lake Oswego, OR	2017-02-05	It seems no one is taking a serious look and the impact on traffic, trash, water and potential crime. I have never seen so much trash in these locations and I-205. Once again, it appears the GREED is the focal point of the people who do not live in our communities. A huge NO on more development.
Diane Andrikopoulos	West Linn, OR	2017-02-05	I want to support the protection of our open spaces and agricultural land in the area of West Linn/Lake Oswego/ Tualatin. I support the Stafford Compromise.
ANDREW F MCCULLA	West Linn, OR	2017-02-05	This beautiful area needs to be protected from further urban sprawl.
David Hedges	West Linn, OR	2017-02-05	Once again, elected officials are putting developers ahead of the wishes of Stafford residents. We didn't vote out Ludlow and Tootie expecting the same disrespect from their replacements
Bob Killough	Tualatin, OR	2017-02-05	We live in the Halcyon neighborhood and are opposed to further urban development between Halcyon and Borland, which is a slight deviation from the Compromise.
Catherine Maurer	West Linn, OR	2017-02-05	No! We need more rural areas to keep this area liveable. There isn't the infrastructure for such growth either. Bigger is not better, it just makes this place more unlivable!!!
Alan Smith	West Linn, OR	2017-02-05	People who live there have the Stafford Compromise, believe in the Compromise, and need to fight the national ascendancy of corruption as the new norm, and for that holding local elective representatives accountable to Truth, is the only way to fight back.
Nicole Wu	Seattle, WA	2017-02-05	I live in an area that's overdeveloped & I don't want Clackamas Country to make the same mistakes, destroying the beautiful nature.
Patrick Thurston	West Linn, OR	2017-02-05	The present infrastructure is not viable enough to handle more growth let alone the present population. The Stafford compromise is the only viable solution.
Karen Aguilera	Portland, OR	2017-02-05	This is a special place. We need to protect the Tualatin River watershed and this unique area from rampant development.
EDWARD MIKAN	De Motte, IN	2017-02-05	YES!!!! STOP IT!!!!!!!!! U S ARMY VETERAN , AMERICAN LEGION , AMAC , SECURE AMERICA NOW, MERCY FOR ANIMALS MEMBER & MANY MORE!!!!
Stacey Swanson	Tualatin, OR	2017-02-05	We need to keep our green space to maintain the livability of our area.

Name	Location	Date	Comment
Wanda Lichtenberg	Tualatin, OR	2017-02-05	Because I object to high density development in this area... most, if not all, who live here moved here because we were sick of the unlivable conditions in other parts of the Portland Metro area... In my opinion, the area has become a toilet bowl due to the lack of willingness on the part of elected officials and city/county planners to listen to the residents... the homeless situation is deplorable, the deterioration of roads and highways appear to have been due to neglect... The Obama administration doled out infrastructure monies by the billions... inquiring minds want to know... where was that used in Oregon?
Nancy Steele	WEST LINN, OR	2017-02-05	I'd like to keep a community manageable, 3x is excessive
Rebecca Adams	West Linn, OR	2017-02-05	Our political process has been profoundly corrupted by the influence of the growth industry. We must stop electing politicians who are funded by the likes of the Home Builders Association. Growth advocates have recently secured expanded water capacity through LOT, and expanded sewer capacity by creation of a south metro sewage district, both at regional residents expense. But there never will be a way for our transportation system carrying capacity to absorb this many Stafford residents given the limited ways in and out. Please sign now, share as best you can, and stop electing these excessive growth advocates.
Deb Helgerson	West Linn, OR	2017-02-05	Adoption of the Stafford Compromise is a responsible plan for livability in the region. Citizen input, with education, compromise, and participatory democracy are the bedrock of the Stafford Compromise. Metro should support this work and recognize it as a model and approach that works to build, not tear down, a community.
Bev Backa	Happy Valley, OR	2017-02-05	Lets keep the cities in the city and preserve our countryside for agriculture and rural living.
James Bolland	Lake Oswego, OR	2017-02-05	As the Co Chair of the Lake Oswego Neighborhood Action Coalition (LONAC) I strongly support the Stafford Compromise. LONAC has opposed high density development in Stafford for over 20 years and has unanimously voted to support the Stafford Compromise on several occasions. The compromise is a win win for Stafford residents and the surrounding cities of West Linn, Lake Oswego and Tualatin, none of whom will agree to annex and be on the hook for the huge infrastructure costs associated with developing Stafford. METRO and Clackamas County should embrace and support the Stafford Compromise. They should respect the Stafford Hamlet and the cities of Lake Oswego, West Linn and Tualatin. Failure to do so will result in a land use fiasco akin to the Damascus debacle.
KRISTINE Beam	West Linn, OR	2017-02-05	I've lived in the west Linn area for 28 years and feel that the number of cars and traffic on our existing roads is at its maximum.
Fran Mazzara	Welches, OR	2017-02-05	I lived in the srtafford area for 5 years and was deeply concerned about traffic and the loss of green space. It was a major reason to move at the time

Name	Location	Date	Comment
Sally Quimby	Tualatin, OR	2017-02-05	I lived in the Stafford Hamlet for 20 years! The pristine area is a gem in the area! Metro and Clackamas Cty are not considering the residents of Stafford Hamlet, or the impact on the surrounding cities (more traffic with roads that even now are backed up at travel times). Cities residents and governing body SPEAK UP!!!
sylvia randall	West Linn, OR	2017-02-05	I want to preserve the natural beauty of our surroundings
Susan Snow	Tualatin, OR	2017-02-05	I moved to West Linn in 1997, then I moved to Tualitin in 2001, just before Bridgeport, Nyberg woods and Crossing came, then Stafford tennis. Not bad for shopping, but moved back to West Linn in 2015 for the slower pace--traffic is much worse here now too. This is an area of natural beauty that is easily accessed by everyone to enjoy, get away from sprawling development. I am strongly opposed to development!
Nina Press	West Linn, OR	2017-02-05	Because our quality of life is being threatened by greed to expand. Our area is one of the reasons, living satisfaction is so high. There is no infrastructure for this volume of "growth". We've repeatedly fought and told you what the people who live and pay taxes here want. Not this!
Dede Montgomery	West Linn, OR	2017-02-05	Stafford needs to stay rural!
Sharon Vaughan	West Linn, OR	2017-02-05	I am against development of the Stafford Hamlet.
jan weihmann	west linn, OR	2017-02-05	We need to move into the future with a sensible plan. This necessitates giving priority to preserving our green spaces and providing infrastructure before focusing on urban development.
Andy Munson	West Linn, OR	2017-02-05	I've lived here for 30 years and don't want to see our way of life bull dozed forever with development.
Michael Noel	West Linn, OR	2017-02-05	Let's not destroy every last thing that is good about Oregon. Let's try to save at least a sliver of what makes living here something different, better and special.
Terry Bostwick	West Linn, OR	2017-02-05	I have been a resident here in West Linn for 34 years and have watched the encroachment of development to a beautiful rural area. What is left is this beautiful Stafford Hamlet. Besides there being no resolution to the worsening traffic situation, once this uncontrolled population increase occurs there would be no return to this incredible jewel we still have. Please don't even consider this, it is only for the profit of a few and provides our cities, county and state very little in return.
Nelson Smith	West Linn, OR	2017-02-05	I am signing because our Hamlet voices need to heard
Marjorie Braker	West Linn, OR	2017-02-05	Traffic on Stafford Road is often backed up from the Rosemont roundabout to Johnson Road. The Childs and Stafford intersection is dangerous. The roads cannot handle more development.
William Long	West Linn, OR	2017-02-05	This must stop
Chad Hewitt	West Linn, OR	2017-02-05	I value the rural nature of the area and understand that there is a good deal of space within the current UGB to yet be developed. I doubt that housing developed within the Stafford area would qualify for the lower incoming housing that is needed within greater PDX, nor is there viable public transportation within the Stafford area to support such developments.

Name	Location	Date	Comment
Jeannie McGuire	Lake Oswego, OR	2017-02-05	Metro and Clackamas County will destroy the last remaining rural landscape in this region and that's not acceptable. Scrap that "deal' and accept the compromise.
Dave Adams	West Linn, OR	2017-02-05	Adding insult to injury, the County Commission took this action unilaterally, without consulting the jurisdictions or residents that will be so profoundly impacted by this ill-advised decision. This is the very kind of action that destroys public trust and undermines people's faith in government to act in the public good.
Kasey Holwerda	Lake Oswego, OR	2017-02-05	The Stafford area should remain a rural buffer. It's unique agricultural heritage mixed with minimal residential development should remain for future generations to enjoy.
Ann Munson	West Linn, OR	2017-02-05	We all acted with due process to form the Hamlet and the Hamlet voted regarding development. This is an end run by a few wealthy developers.
Ann Culter	West Linn, OR	2017-02-05	I'm signing because the Stafford Hamlet community has overwhelmingly voted for the Stafford Compromise. We want to preserve this area with unpolluted land, water, and air for the health of future generations to come.
Shawn McAninch	West Linn, OR	2017-02-05	The Stafford Hamlet area has remained a beautiful green space with minimal impact from the developers that only want the other kind of green (money) in their wallets. This natural area will be lost without your help.
Laurie Freeman Swanson	Molalla, OR	2017-02-05	I would like this unique area treated with the respect it deserves. After having lived in this area for 26 years, it seems to me that the Stafford Compromise offers the best ideas for use. It plays to the areas strong points and offers several options while retaining the beauty of the area. This is an opportunity for thoughtful growth. It's proximity to already developing features like Willamette Falls gives credence to Clackamas County thoughtful development. We think hard about our land.
Julia Marie	West Linn, OR	2017-02-05	I've lived here for almost 30 years. It's changed dramatically regards to traffic. Many times of the day I can't even go get the mail for all the cars in front of the house going well over the speed limit. The quality of life is lowering with too much too quick growth.
J. EDWARD WILD	Tualatin, OR	2017-02-05	The Stafford Hamlet is crowded enough already!
Karin Grano	Tualatin, OR	2017-02-05	Our schools, roads and infrastructure cannot handle the kind of density this designation would impose.
Kevin Brisbois	Tualatin, OR	2017-02-05	I don't want my neighborhood to become Portland. I don't want a bunch of zero lot development here. I heard the chairman of the Clackamas County Commission talk about density that will promote parking structures and light rail. No Portland creep!
Holly Rodway	Lake Oswego, OR	2017-02-05	I believe that over-development in an historic location deteriorates an area that could then never be recaptured and shared with future generations.
erik lyons	West Linn, OR	2017-02-05	We need to Build a Wall to keep all those people out
joncile Martin	West Linn, OR	2017-02-05	I am opposed to this much development in the Stanford area.
Curt Sommer	West Linn, OR	2017-02-05	Homebuilders have been drooling over the Stafford Basin for decades. Stopping them is crucial to ensuring the livability of the surrounding communities.
Richard Santee	West Linn, OR	2017-02-05	Please don't try to overcome the lawsuit's decision.
Kathi rees	West Linn, OR	2017-02-05	We moved here because of the rural feel, and the large lots. It is a special area which should be left as it is. It is not a reasonable area to develop with the constraints of the freeway and Tualatin River bordering the Hamlet.

Comments

Name	Location	Date	Comment
RJ COOK	Lake Oswego, OR	2017-02-01	I agree with J. Bernard, speaking about Stafford, a couple years ago before he became Chair of CCBC. " It's a unique place, should be treated somewhat different than what a Metro Vision might. Because of the uniqueness, the river, wildlife, it has to be different. I think you'll find commitments on the par of all of us to look at Stafford in another way." Didn't know he meant 50,000 residents. Time for CCBC to step up and support "US" not Metro.!
mary moore	Portland, OR	2017-02-04	I do NOT want to have congestion in my neighborhood. 50,000 residents is too many!
Sherry Finnigan	Lake Oswego, OR	2017-02-05	I wish to keep the Stafford aewa undevelop[ed. I support the Stafford Hamlet Vision Plan Compromise
Darryl boom	Lake Oswego, OR	2017-02-05	Lake Oswego
JANA LOMBARDI	POrtland, OR	2017-02-05	I do not support Metro & CC's plan. There is no way this area can support that kind of development.
Analese Forster	West Linn, OR	2017-02-05	Stafford is a beautiful area. This area has been studied and residents surveyed repeatedly. When will commissioners and Metro arrive at a plan that respects the wishes of the community?
Teri MacGill	Lone Tree, CO	2017-02-05	Let's keep some open space in our development plan .. not wedged in like sardines!
Sue Gee	Mulino, OR	2017-02-05	The County needs to work with the people in the community on this. Don't just disregard their hard work on the Stafford Compromise.
Isaac weber	Walnut Creek, CA	2017-02-05	There are too many people on Earth already
Barbara Hildebrandt	Lake Oswego, OR	2017-02-05	Stafford has several "Century Farms". Lets not replace these with cookie cutter developments.
Patricia Brisbois	Tualatin, OR	2017-02-05	I live near Borland Road and Stafford Road and value the rural feel of our community.
Dave Adams	West Linn, OR	2017-02-05	This is the very kind of action that destroys public trust and undermines people's faith in government to act in the public good. In one of his first actions as Clackamas County Chair, Jim Bernard throws Lake Oswego, West Linn, Tualatin and Stafford Hamlet under METRO"s "High Density" bus. Expect 50,000 new residents coming to the area.
frankie bennett	West Linn, OR	2017-02-05	The highway will not support increased traffic, rivers and streans will be adversely affected by increased growth, loss of animal habitat
Dolores Orfanakis	Lake Oswego, OR	2017-02-05	This place is a refugee for people and other animals and plants and a reminder of nature and history for all.
Erin Sparks	West Linn, OR	2017-02-05	As a member of the Hamlet I want to preserve our community of agriculture and preservation.
Adam Klugman	West Linn, OR	2017-02-05	I don't want the beauty and open space of Stafford be destroyed by unnecessary growth.
Kristen Corwin	West Linn, OR	2017-02-05	I was to save the rural look and feel of the Hamlet. And, the schools and roads cannot support large scale growth.
Louise Adams	West Linn, OR	2017-02-05	Open spaces are for the benefit of all!

Name	Location	Date	Comment
Andy Lanier	Salem, OR	2017-03-07	This area is where I grew up, and my family home and life is centered. I do not want the kind of unchecked development to occur that is proposed.
Marc white	Vancouver, WA	2017-03-10	This destroys every persons quality of life in the region. The added congestion makes everyone's commute more difficult. Plus, as a nurse I can tell you we don't have the hospital infrastructure to support more people.
Fran Mazzara	Welches, OR	2017-03-10	we lived in stafford 20 years ago. The traffic was difficult then. To add more people ,cars and homes will be intolerable to anyone who lives in and near stafford. What are these commissioners thinking of. Oh,I know,more money and more votes for their election every four years. Shame on them!
Bernard Guy	Lake Oswego, OR	2017-03-10	Any development scheme should require the people profiting from it, developers and land holders, to pay for traffic mitigation from their project. They should not be able to reap all the rewards and leave existing residents with all the negatives.
cynthia rane	Wilsonville, OR	2017-03-11	this planning is aimed at merely making money, taxes will increase and developers will prosper. the environment and liveability will suffer as usual. why not spend money rehabing old areas that are in disarray and building up instead of out and within the already ugly and messy area of portland. you have only to look at the city of nike to realize what you have to look forward to if you continue on this path. traffic there is nothing short of a nightmare, very poor planning indeed.
Jan Shea	Aurora, OR	2017-03-12	Only the big money interests want this. Vote No! This is why the Tootie Smith and John Ludlow lost the last election. We were tired of their collusion with those who think money is all that matters.
Monica & Steve Cox	West Linn, OR	2017-03-13	The amount of traffic on Rosemont has already increased dramatically in the last 5 years. We used to feel like we lived in the country until lately. The Street of Dreams should never have been allowed to build homes here. It looks completely out of place. We do not want the rest of the Stafford Hamlet looking like that!

Name	Location	Date	Comment
Ann Wilson	lake oswego, OR	2017-03-03	While we do not live in Stafford Hamlet proper, we do live right on Childs Rd. adjacent to the Hamlet. We've lived here quite happily for the last 18 or so years. But we have seen a HUGE increase in traffic density in this area and most particularly on our road. Many of the vehicle use roads like Childs and Borland as 'shortcuts' to get them where they want to go as quickly as possible (because I-5 and 205 are already bottle-necked due to poor infrastructure and TOO MANY PEOPLE). These commuters show little or no concern for those of us whose quality of life is threatened as they speed right through our neighborhoods. They don't live here and don't respect our desire to live in a safe neighborhood. Cyclists take their lives into their hands on these roads. Parents are afraid to let their kids cross the street. There is also the issue of the destruction of farm land and wet lands, the increase in air pollution that is inevitable if we add 20K to 50K people with all of the cars that would represent, and the destruction of important critter habitat and the ever delicate balance of predators and prey. Not to mention the obvious concerns regarding water usage at a time when it is becoming clear that climate change is upon us. Wet winter and a good snow pack THIS year, but are we foolish enough to believe that can we will be able to count on that in the future? For these and many more reasons, we need to STOP, take a deep breath, listen to each other and find a compromise that honors ALL of the points of view, not just those of greedy developers and/or county officials licking their lips about all the increased property tax revenue they can rake in. Thanks for listening.
Danielle Boesel	West Linn, OR	2017-03-04	I want the beautiful open land of the Stafford Hamlet to remain protected. I don't want a big population influx to the immediate area.
Courtney Stennick	West Linn, OR	2017-03-04	Existing infrastructure, etc. supports the existing population. This community will suffer and deteriorate if what is being proposed becomes reality.
Jan Smith	West Linn, OR	2017-03-04	Beautiful Stafford needs to be protected not populated.
Stephany Jones	Tualatin, OR	2017-03-04	I love this area and live in it. I would hate to see the natural beauty be destroyed.
Stephen Rushton	West Linn, OR	2017-03-04	We are new to the area, but have followed the Stafford Hamlet saga since we arrived. Given the multiple and different motivations from interested parties, it does seem that the Stafford Compromise is a very pragmatic proposal. However, it is totally unreasonable for developers to expect city taxpayers to pay for the associated infrastructure needs arising from any development. Having said that, I think that changing the Stafford Hamlet land use designation is far less important than focusing available resources on the need to solve the area's traffic density problems in a major way, not just tinkering this issue. The future demand for development will only serve to exacerbate the traffic problem.
Nina Press	West Linn, OR	2017-03-06	We continue to fight against this kind of development. The infrastructure cannot support it. Traffic has already gotten worse in the last 3 years. The quality of life will be negatively impacted by development.
Jill Gaddis	Portland, OR	2017-03-06	This is one of the last areas for farming, open spaces. Developing this area will add to a high density area will only add to the problems we already have, traffic, air quality, pollution.
Tim Durkee	Lake Oswego, OR	2017-03-06	I live in LO, and love the rural country feel. This will drastically increase traffic and pollution to our community not mention decrease property value and increase in crime! This is unacceptable!

Name	Location	Date	Comment
Julia Henry	West Linn, OR	2017-03-02	We continue to fight this kind of development - continue to vote down all measures that are created . Leave our countryside alone - Oregon City and Wilsonville are open to urban development. Consider the legal action due to destruction of wetlands, rivers, infrastructure, etc. No, no, no!!!
Jimmy Church	Washington, DC	2017-03-02	Inappropriate development that does not benefit the existing community.
Brian Maguire	West Linn, OR	2017-03-02	The residents want this area to stay rural.
Jessie Schultz	Wilsonville, OR	2017-03-02	Too many people
Tara Edwards	West Linn, OR	2017-03-03	I live in West Linn and I don't want to see future development of this area. I-205 and our local roads and schools can't support it!
Shannen Knight	West linn, OR	2017-03-03	Concerned about traffic.
Susan Snow	Tualatin, OR	2017-03-03	The Stafford area, this precious gem's value will only become more clear as surrounding cities become fully developed. An island of visual beauty, I cast my vote for creatures and plants powerless over human hand of development. Let's preserve this unique area and provide relief to everyone who lives in the greater Portland area, a place to visit where concrete doesn't spread to suffocate the earth below.
Andrea Sunada	Tualatin, OR	2017-03-03	I live there on Stafford and love the country atmosphere
Don Smethers	West Linn, OR	2017-03-03	The traffic on I-205 and I-5 is already saturated 2 times per day, 2 hours in the AM and 2 hours in the PM. This is already causing drivers to overload the back roads, Borland, Ek, 65th, Willamette Falls, and Stafford. Those roads are becoming dangerous as non-residents drive fast trying to beat the freeway traffic.
Ann Wilson	lake oswego, OR	2017-03-03	That also includes Childs Road where I live, too. We've seen the traffic density increase hugely since we moved here in the mid 1990's. Every year, more traffic and more potential danger for us and for our children. Turning left from Childs Rd onto Stafford is nothing short of a 'Hail Mary' . Sometimes takes over 5 minutes to make that turn and many people 'thread the needle'. It's just plain dangerous.. Cyclists take their lives into their own hands on many of the neighborhood roads. Children are afraid to cross the street due to increased travel on these road by people who don't live here, who drive too fast 'getting to where they are going' and who don't respect the safety concerns of those of us who do. Not to mention the destruction of farm land, wet lands, critter habitat and the clean air benefits of wooded areas in the Stafford area. So much to lose, and for what?

Greetings,

As a 30 + yr resident of West Linn, my spouse and I are adamantly opposed to development in the Stafford triangle. We both vote, and communicate regularly with many friends in the area who vote. Any Metro or County counselor who proposes/endorses development in Stafford area will not get our votes.

Where does the never ending thinking that continuous growth, as opposed to sustainable growth, get us? The answer is easy, the demise of us all. 7 billion + people in the world are enough. Our resources are better spent on family planning issues.

David Tripp

Home Builders Association
of Metropolitan Portland

March 14, 2017

The Honorable Tom Hughes, President
Metro Council
600 NE Grand Ave.
Portland, OR 97232

Re: Metro Urban and Rural Reserves (Clackamas County)

Metro Council President Hughes and Council Members:

The HBA of Metro Portland (HBA) appreciates the opportunity to provide written comments on the Urban and Rural Reserves in Clackamas County.

The association applauds Metro and Clackamas County for their continued efforts to resolve and finalize the Clackamas County reserves and to adopt the LCDC findings on remand. The HBA recognizes that this has been a difficult and lengthy process for all involved. As we move forward, the HBA hopes to be an active partner with Metro, Clackamas County and other impacted parties for the benefit of our communities and residents.

The HBA values its relationship with Metro Council and appreciates its consideration and adoption of the Urban and Rural Reserves in Clackamas County.

Respectfully,

Paul Grove
Director of Government Affairs

Home Builders Association of Metro Portland
15555 SW Bangy Rd., Ste. 301
Lake Oswego, OR97035
503-684-1880 • Fax 503-684-0588

3/12/17

Hamlet Board Members and Hamlet Residents

The Stafford Land Owners Association (SLOA) was formed when it became apparent that the Stafford Hamlet was not representing all of the land owners in Stafford as it was intended. Any resident or renter could vote as a large land owner if they ran a business out of their home. This is only one example of what occurred and the result was the formation of the SLOA.

The SLOA decided to retain the professional services of John Fregonese and Associates and Don Hanson a senior Planner with Otak. They made a presentation to the Board of County Commissioners in 2016. Detailed facts including net buildable land, slope analysis, wildlife and riparian corridors, etc. were identified. At this meeting they were asked certain questions and both John Fregonese and Don Hanson offered to return to another workshop to answer those questions.

It is apparent that certain board members of the Hamlet will not listen to compromise and really do not want one. Their idea of a compromise of changing the zoning of EFU land to RRFF-5 does not meet state law or accomplish Metro's goals. On the other hand the SLOA compromise does offer a real compromise that allows for development of only 1008 acres of land by the Willing land owners supportive of development of the 4359 acres in the Stafford Basin. The SLOA plan supports low density along Rosemont Road next to Lake Oswego and West Linn and higher density to the south. The key component of the plan is density transfers, which could be implemented with an MOU entered into by the county and Metro.

Rumors were spread that the major land owners wanted to add 60,000 people to the Stafford area. This is simply not true. The SLOA plan recommends that 1008 acres be developed over the next 25 years. If 20% of the 1008 acres was zoned employment land that would result in approximately 800 acres being zoned residential. At a density of 8 units to the net acre that equates to 6400 houses and at 2.8 per household results in a population increase of 17,920. **This is an interesting number in that comparing the combined increase of the West Linn and Lake Oswego population over the past 25 years the population increase was just over 17,000, which is approximately what the SLOA plan anticipates.**

Another factor in the development of Stafford is the fact that the Hamlet will not acknowledge is the pollution that Mossy Brae and Shadow Wood neighborhoods are discharging into the Tualatin River. Both of these developments were developed years ago and consist of relatively small lots with septic systems. We are certain that many or most of these systems are failing resulting in pollution to the Tualatin River. These two areas by themselves cannot afford to pay of the installation of a sewer system. The development of the Stafford area will provide a reasonable alternative for providing sewers to these developments. I have also been told that water is also a problem at times and a new supply of domestic water would be an asset to these neighborhoods.

The SLOA compromise includes leaving a great portion of the Hamlet with no change. The area between Wisteria Road and Wilson Creek is already zoned RRFF-5 and the SLOA compromise does not suggest

and major changes to this area. In addition the Ashdown Woods, Tualatin Loop, and Childs neighborhoods are left as is.

The SLOA is open to meeting with reasonable land owners and we are open to modifying the SLOA plan. Specific detailed plans as of this date have not been prepared. It was assumed that the CET funds from Metro would pay for this cost and lead the process. However in the interest of time we are prepared to offer a more detailed plan, which would illustrate what low density next to Lake Oswego and West Linn and higher density on the southern portion of Stafford would look like. The results of this plan could be used for the basis of a Traffic Study. The end result may be that Stafford can only be developed at the recommended density as described by the SLOA plan or reduced based upon the results of a traffic study.

The SLOA would support and recommends that the County and Metro jointly go to the legislature to ask for legislation to end the countless delays and potential lawsuits that have delayed Stafford from being developed. Stafford has the elements to be the Crown Jewel of Clackamas County if planned thoughtfully. Riparian areas, wildlife corridors, tree canopies, parks and open space, trail systems, etc. can be and should be all be important elements of a plan.

The SLOA compromise is a real compromise. Development of only 1008 acres of the 4000 acres does represent a compromise. Five acre zoning and only developing 100+ lots on 4000 acres is not a compromise.

In summary if legal battles continue it makes sense to ask the legislature act and we would ask that the county and Metro work together to accomplish a legislative resolution.

Sincerely

Herb D Koss – Chair of the SLOA

PERKINSCOIE

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March 16, 2017

Steven L. Pfeiffer
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F. +1.503.346.2261

VIA HAND DELIVERY

Metro President Tom Hughes
Metro Councilors
Metro Regional Services
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Metro Ordinance No. 17-1397 (Urban and Rural Reserves)

Dear Council President Hughes and Metro Councilors:

This office represents Chris Maletis, Tom Maletis, and Exit 282A Development Company, LLC, and LFGC, LLC, the owners of property near the City of Wilsonville that multiple agencies and organizations have identified as ideal for serving large-scale regional employment needs. This letter is written in opposition to Metro Ordinance No. 17-1397 ("Ordinance"), which is scheduled for consideration by the Metro Council at today's meeting.

Metro's Ordinance and related findings are deficient for the following reasons:

- Metro's designation of only 23,031 acres of urban reserves is not sufficient to meet the region's employment and population needs over the planning period, resulting in a decision that is inconsistent with applicable reserves administrative rules.
    - Metro's designation of urban reserves is not supported by an adequate factual base because it erroneously relies upon the 2014 Urban Growth Report. That report is based upon flawed reasoning, including the unreasonable projection of urban development of the former city of Damascus and an unreasonable reliance upon the documented economic downturn in the region beginning in 2007.

  - Metro's own findings and evidence state that the designated amount of urban reserve acreage is deficient over the 50-year planning period previously selected by Metro and its regional partners.
  - Metro fails to take into account additional factual and legal changes that have occurred since the original adoption of reserves, including the loss of over 3,000 acres of urban reserves in Washington County, disincorporation of Damascus, the loss of Hayden Island for future employment use, and Metro's own documented conclusion that the region lacks an adequate supply of large-lot industrial land. See attached. Taken together, these documented circumstances undermine Metro's conclusion that the proposed supply of urban reserve acreage is adequate.

- The findings erroneously conclude that the proposed urban and rural reserves designations, in their entirety, best achieves livable communities, the viability of the agricultural and forest industries, and protection of the important natural landscape features that define the region for its residents.

  - Contrary to Metro's draft Supplemental Findings, HB 4078, which resulted in a reduction of 3,000 urban reserves acreage, did not, as a matter of law, override or otherwise fulfill Metro and the counties' obligation to apply and demonstrate compliance with the "best achieves" standard.
  - Metro's interpretation and application of the "best achieves" standard is inconsistent with the purpose and intent of SB 1011, the implementing administrative rules, and Metro's own findings given that does not result in adequate supply of needed employment land during the planning period.
  - Metro's conclusion that the "best achieves" standard is met is not supported by an adequate factual base, and the attached documentation further undermines Metro's conclusion.

- Metro's findings are deficient and do not adequately respond to the remand by the Court of Appeals and the Land Conservation and Development Commission because Multnomah County has not reconsidered and re-applied the reserves

designation factors to Area 9D and determined the effect of that analysis on the designation of reserves in Multnomah County in its entirety.

Until Metro addresses these issues, the designation of reserves by Metro and the counties will be subject to further legal challenge. Please include a copy of this letter in the official record for this matter. Thank you for your consideration of this testimony.

Very truly yours,

Steven L. Pfeiffer

SJK

Enclosures:

Regional Industrial Site Readiness – 2014 Inventory Update
Land Availability Report: Limited Options (2012)
Clackamas County Economic Development Commission Final Committee Report (2014)

cc: Mr. Roger Alfred (via email) (w/encls.)
Mr. Ted Reid (via email) (w/encls.)
Client (via email) (w/encls.)

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

Presentation Date: 12/2/14 **Approx. Start Time:** 1:30pm **Approx. Length:** 1 hr.

Presentation Title: Economic Development Commission 2014 Final Committee Reports

Department: Business & Community Services, Gary Barth, Director
Division: Business & Economic Development

Presenters:
Staff: Catherine Comer, Business and Economic Development Manager
Economic Development Executive Committee:
Ken McClintock, Chair
Robert Campbell, Vice Chair
Bill Avison
Richard Goddard

Other Invitees:
Cindy Hagen, Business and Economic Development Coordinator
Jamie Johnk, Business and Economic Development Coordinator
2014 Economic Development Commission Members

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?
The purpose of this study session is to present the 2014 Economic Development Commission (EDC) final committee reports for consideration by the Board of County Commissioners.

EXECUTIVE SUMMARY:
Under direction of the Board of County Commissioners the EDC split into two committees. The committee charge was to study the employment land inventory, successful key employment areas, and identify opportunities/constraints for sites that could be brought back into the employment land in the future. The committee studied the following areas:

- Inside the Urban Growth Boundary
  - Rock Creek, Happy Valley
  - Beavercreek, Oregon City
  - North Milwaukie Industrial Area
  - City of Damascus
- Outside the Urban Growth Boundary
  - Park Industrial Area, Estacada
  - Pioneer Industrial Park, Canby
  - I-5 Exit 282A, French Prairie Area
  - East County Boring/Carver/Springwater
  - Stafford/Borland

FINANCIAL IMPLICATIONS (current year and ongoing):
Staff time and program costs (undetermined at this time)

LEGAL/POLICY REQUIREMENTS:
No legal/policy requirements at this time. Policy recommendations in the report are made by the EDC for consideration by the BCC in future programming.

PUBLIC/GOVERNMENTAL PARTICIPATION:
Undetermined at this time

OPTIONS:
1. Accept the EDC 2014 Final Committee Reports
2. Request additional feedback from the EDC on the employment lands that were studied.

RECOMMENDATION:
Staff respectfully recommends that the BCC accept the EDC 2014 Final Committee Reports.

ATTACHMENTS:
Economic Development Commission 2014 Final Committee Reports and PowerPoint presentation

SUBMITTED BY:
Division Director/Head Approval
Department Director/Head Approval
County Administrator Approval

Laura Zentner, BCS Deputy Director

For information on this issue or copies of attachments, please contact
Clackamas County Economic Development 503-742-4329

EDC

ECONOMIC DEVELOPMENT COMMISSION

2014 COMMITTEES

Presentation to Board of County Commissioners

December 2, 2014

EDC MEMBERS

Executive Committee:

Kenneth McClintock, Chair
Edward Jones
Area Represented: Gladstone
Industry Represented: Professional Business

Robert Campbell, Vice Chair
Small Business Development Center
Area Represented: Milwaukie
Industry Represented: Professional Business

Bill Avison
Avison Lumber Co.
Area Represented: Molalla
Industry Represented: Wood Products Manufacturing

Richard Goddard
Portland General Electric
Area Represented: Wilsonville
Industry Represented: Utilities

Jason Lehne, Immediate Past Chair
Metis Group, LLC
Area Represented: Clackamas
Industry Represented: Professional Business

Matt Butts
Group Mackenzie
Area Represented: West Linn
Industry Represented: Professional Business

Michele Conditt
Reliance Connects
Area Represented: Estacada
Industry Represented: Utility

John Drentlaw
Turner & Townsend
Area Represented: Lake Oswego
Industry Represented: Professional and

Archie Ewers
Portland General Electric
Area Represented: Oregon City
Industry Represented: Utilities

Robert Fowke
Business Efficiency Consulting
Area Represented: Canby
Industry Represented: Professional Business

Jon Gramenz
Oregonians Credit Union
Area Represented: Milwaukie
Industry Represented: Professional Business

Kenneth Humberston
Area Represented: Oreon City
Industry Represented: Environmental – Clackamas Regional Water Supply

Bennett Johnson
Fearless, Inc.
Area Represented: Estacada
Industry Represented: Food and Beverage Processing - Brewery

Conrad Johnson
Wells Fargo
Area Represented: Clackamas
Industry Represented: Professional Business Services - Finance

Kevin Klupenger
Advanced Ornamentals
Area Represented: Wilsonville
Industry Represented: Nurseries & Greenhouses

Peter Lund
Star Oilco
Area Represented: Happy Valley
Industry Represented: Digital Media

Robert McEachern
Capacity Commercial
Area Represented: Clackamas County
Indsutry Represented:Professional and Business Services - Industrial Broker

Cheryl McGinnis
Clackamas River Basin Council
Area Represented: Gladstone
Industry Represented: Environmental

David Nielsen
Home Builders Association
Area Represented: Lake Oswego
Industry Represented: Home builders

Wilda Parks
Area Represented: Milwaukie
Industry Represented: Professional Business Services

Jerry Simnitt
Simnitt Nursery
Area Represented: Canby
Industry Represented: Nurseries & Greenhouses

Tammy Stempel
Adapt Engineering, Inc.
Area Represented: Gladstone
Industry Represented: Professional Business Services – Green Building

Matthew Subotnick
Area Represented: Lake Oswego
Industry Represented: Professional and Business Services

Gordon Young
Vector Control District
Area Represented: Oregon City
Industry Represented: Environmental

Liaisons:

Lita Colligan
Oregon Institute of Technology
Area Represented: Wilsonville
Industry Represented: Education

Bridget Dazey
Workforce Investment Council of Clackamas County
Area Represented: Clackamas
Industry Represented: Workforce

Tammy Marquez-Oldham
Portland Community College
Small Business Development Center
Area Represented: Portland
Industry Represented: Professional Business

Norman Solomon
Portland Community College
Area Represented: Wilsonville
Industry Represented: Education

Committee charge from the Board of County Commissioners:

Explore any and all employment land in Clackamas County. The EDC is asked to study the employment land inventory, successful key employment areas, and identify opportunities for sites that could be brought into the employment land inventory for the future. Optimal sites will have potential within areas of successful key industries.

To accomplish this, the EDC will form two committees:

1) Focus on land and infrastructure Outside the UGB
2) Focus on land and infrastructure Inside the UGB

Where would the biggest return on public investment be?

- Public Funds
- Political Lobbying
- Long range infrastructure planning

What to look for

Opportunities:

- Higher density development
- Increase in GDP
- Assessed Value
- Jobs

Constraints:

- Development
- Transportation
- Utilities
- Political
- Land Use

STUDY AREAS

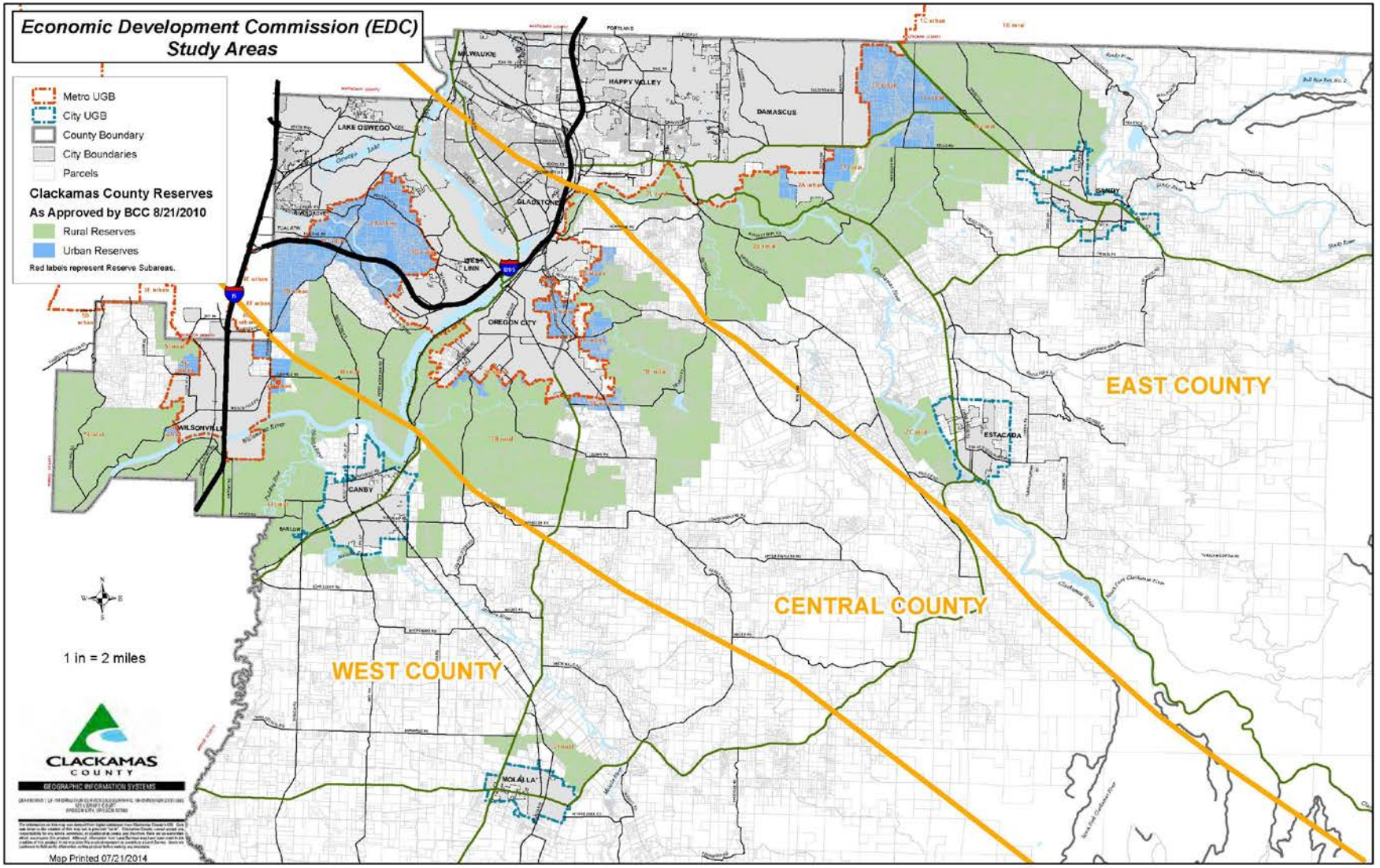
Inside the UGB

- Rock Creek, Happy Valley (May)
- Beavercreek, Oregon City (June)
- North Milwaukie Industrial Area (July)
- City of Damascus (August)

Outside the UGB

- Park Industrial Area, Estacada (May)
- Pioneer Industrial Park, Canby (June)
- I-5 Exit 282A, French Prairie Area (July)
- East County Boring/Carver/Springwater (Aug)
- Stafford/Borland (September)

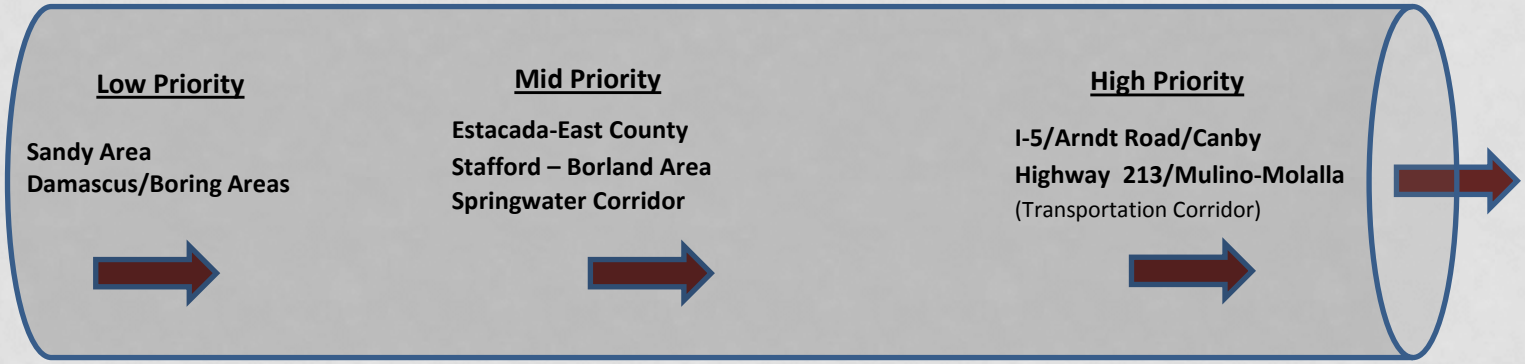
*Note: study areas may include development sites that are in the Asset Mapping project, however, may have constraints.


Economic Development Commission (EDC)
Study Areas
Metro UGB
City UGB
County Boundary
City Boundaries
Parcels
Clackamas County Reserves
As Approved by BCC 8/21/2010
Rural Reserves
Urban Reserves
Red labels represent Reserve Subareas.
EAST COUNTY
CENTRAL COUNTY
WEST COUNTY
1 in = 2 miles
CLACKAMAS COUNTY
GEOGRAPHIC INFORMATION SYSTEMS
Map Printed 07/21/2014

OUTSIDE THE UGB COMMITTEE

EDC Executive Committee:	**Richard Goddard, Bill Avison**
EDC Members:	Norm Solomon, Cheryl McGinnis, Robert Fowke, Jerry Simmitt, Jon Gramenz, Gordon Young, Michele Conditt, Bennett Johnson, Matt Butts, John Drentlaw, Matthew Subotnik
County Commissioners:	Commissioner Paul Savas, Liaison
County Staff:	Jamie Johnk – Committee Coordinator, Catherine Comer, EDC Liaison Corina Olsen Larry Conrad
Guest Speakers:	Bill Elliot, City of Estacada Mike Parks, City of Estacada Renate Mengelberg, City of Canby Hal Keever, WHPacific Inc. Rainse Anderson, WHPacific Inc. Tracey Brown, City of Sandy Martha Fritzie, Clackamas County Staff Rick Gruen, Clackamas County Staff Dan Chandler, Clackamas County Staff Jamie Johnk, Clackamas County Staff

OUTSIDE UGB RECOMMENDATIONS



Outside UGB Recommendations

High Priority - I-5 Arndt Road/Canby-Highway 213/Mulino-Molalla Transportation Corridor:

A. Canby Pioneer Industrial Park: After receiving an overview of Canby's current and future industrial areas and the job opportunities, including industry and manufacturing growth, development and access to rail, the sub-committee identified that the largest constraint included access to I-5. Therefore the recommendation(s) the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment might be for the Canby area includes:

- Public Funds:
  - Recommendation: The Committee would recommend that the BCC identify transportation funding needs for connections from Canby employment lands to I-5.
  - Recommendation: The Committee would recommend that the BCC support infrastructure improvements from Mulino Road to Highway 213.
- Political Lobbying:
  - Recommendation: Committee recommendation to identify and lobby for funds to improve transportation access from the Canby industrial area to I-5.
  - Recommendation: Committee recommendation to support a solution that would allow for infrastructure improvements in rural reserve areas.
- Long-range Infrastructure Planning:
  - Recommendation: I-5 Access from Canby employment lands
  - Recommendation: Infrastructure of Mulino Road with access to Highway 213
  - Recommendation: Aurora airport access
  - Recommendation: Potential partnership with Marion County

Outside UGB Recommendations

High Priority

B. I-5 Exit 282-A (French Prairie Area): The area off I-5 known as the French Prairie Area is located in three county jurisdictions (Clackamas, Marion and Washington). There are existing developments in this area including Langdon Farm, Aurora State Airport, as well as ag-related industries on the Marion County portion. There are many opportunities for potential future employment development with large acreages in single ownership or with property owners motivated to develop; as well as the proximity to utilities, access to I-5, proximity to urban areas, and the land itself has minimal topographical (flat land) and wetlands constraints. With the identified opportunities, the sub-committee was made aware of significant constraints impacting development such as the rural reserves, political impacts, transportation and infrastructure and capacity improvements. Therefore the recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment would be for the French Prairie Area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support efforts around the I-5 and Arndt Road connection
  - Recommendation: Revisit Rural Reserves in this area and seek legislative solution
  - Recommendation: Re-zone/re-designate land for future industrial/employment development
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this site.

Outside UGB Recommendations

High Priority

C. Final West County Swath: The sub-committee received a brief overview of the 240 acres of land south of the Charbonneau area (40 acres are zoned RRFF5 and 200 acres are exception lands). The group identified that the lands appeared to be relatively flat with good I-5 access along with the location to the Aurora airport, making them highly suitable for employment opportunities. However, a major question is which jurisdiction will service this area. The recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment for this area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support transportation and other infrastructure improvements in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area.

Outside UGB Recommendations

High Priority

D. Molalla: The Molalla area has available, ready to develop employment land with minimal topographical constraints, motivated property owners and relative access to Hwy 211 and Hwy 213. There are, however constraints facing Molalla's employment lands. Though access is available on Hwy 211 and Hwy 213, there are limitations to capacity and a solution will need to be sought. Also there have been no future employment lands identified in the current UGB plans. Therefore the recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment for the Molalla area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support transportation and infrastructure improvements in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area

Outside UGB Recommendations

Mid Priority

A. Park Industrial Site, Estacada:

This 130 acres industrially zoned is certified through the Business Oregon Industrial Lands program. The site has numerous opportunities for development, however due to the lack of natural gas available to the site; it is constrained to the types of industries which may potentially locate to the property. Upon reviewing the site characteristics, the sub-committee makes the following recommendation(s) to the Board of County Commissioners for consideration on where the highest return on public investment would be in the Estacada area.

The sub-committee discussed the following question as put forth by the BCC: "*Where would the highest return on investment be?*" and compile the following responses:

- Public Funds:
  - Recommendation: Work with NW Natural Gas to find out what their benchmark is for investment. The City has been working to obtain this information, requested Bill Elliot to share findings with Committee.
  - Recommendation: Research and identify Federal and State funding resources to extend natural gas service. Consideration of State or County guarantee on a loan in order to "buy down" the interest rate.
  - Identify if County funds are available to contribute towards the natural gas impact costs.
- Political Lobbying:
  - Recommendation: Committee could make request to BCC to submit letter to NW Natural Gas encouraging prioritization of extending natural gas to Estacada.
- Long-range Infrastructure Planning:
  - Recommendation: Natural gas infrastructure.

Outside UGB Recommendations

Mid-Priority

B. Stafford/Borland:

The sub-committee had an opportunity to review previous work that had been completed to identify development opportunities for the Stafford/Borland area. Per the studies, opportunities for future employment lands that could potentially have good job creation densities. However there are significant development constraints on this area including the political implications of the area in conjunction with the adjacent communities. Currently the area is in unincorporated Clackamas County and is not served by a city. In addition, there are also transportation and infrastructure constraints. Therefore the recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment for the Stafford/Borland area includes:

- Public Funds:
  - Recommendation: EDC recommends that the BCC direct staff to study the Stafford/Borland area in the Clackamas County Employment Lands Analysis. The 2000 study completed by the City of Tualatin could serve as a foundation for information.
- Political Lobbying:
  - Recommendation: Support transportation/infrastructure investments in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined bythe use best suited for this area.

Outside UGB Recommendations

Low Priority

A. City of Sandy

The sub-committee received an overview on the City of Sandy and learned that the community was designated as the fifth fastest growing cities in Oregon for years 2000-2010. In addition, they have approximately 35,000 cars per day travel through the community providing a great opportunity for economic growth and development. Sandy has 15 acres of industrially zoned land and 60 acres of commercial land inside the city's limit and UGB and 250 total acres outside the UGB with approximately 40 acres in the reserve area. The lands within the city limits are fully served, with motivated property owners and minimal topographical (flat land) and wetlands on most of the lands. However there are transportation and access constraints on some of the employment lands as well as topographical constraints on a portion as well. Therefore the recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment would be for the Sandy area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support transportation/infrastructure investments in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area

Outside UGB Recommendations

Low Priority

B. East County – Boring/Carver/Springwater

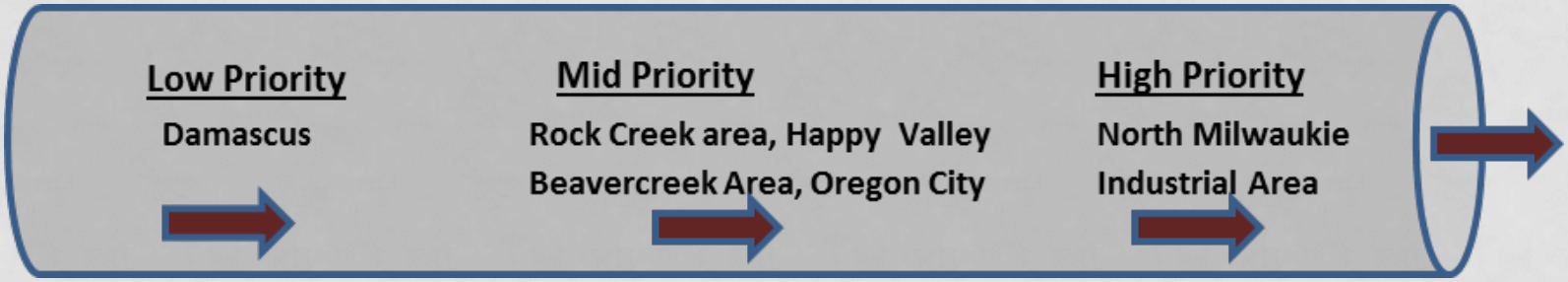
The sub-committee was able to hear more in-depth information on the methodology used to determine the urban and rural reserves. This allowed the sub-committee to conclude that though there is a great amount of land in the east county area, most is constrained by rural reserves. The lands identified in this area for employment uses include Damascus, which has not effectively adopted a comprehensive plan; leaving the County and region with a 1,200+ acre deficit in its inventory. The other area discussed where employment land is an opportunity is in the Gresham area, which is in Multnomah County. In addition to rural reserves, the sub-committee identified transportation, utilities and infrastructure, and the pending decision on dis-corporation for the City of Damascus. Therefore the recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment for the East County area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support transportation and infrastructure improvements in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area.

INSIDE THE UGB COMMITTEE

EDC Executive Committee:	**Ken McClintock, Robert Campbell**
EDC Members:	Lynn Wallis, Ken Humberston, Conrad Johnson, Bridget Dazey, Wilda Parks, Tammy Stempel, Peter Lund, Archie Ewers, Tammy Marquez-Oldham,
County Commissioners:	Commissioner Paul Savas, Liaison
County Staff:	Cindy Hagen – Committee Coordinator Catherine Comer EDC Liaison Corina Olsen
Guest Speakers:	Michael Walter, City of Happy Valley Lynn Wallis, Worksource Clackamas Eric Underwood, City of Oregon City Steve Butler, City of Milwaukie Mark Fitz, City of Damascus

INSIDE UGB RECOMMENDATIONS



Inside UGB Recommendations

High Priority

North Milwaukie Industrial Areas (NMIA)

NMIA offers a unique and immediate opportunity for economic growth in Clackamas County. EDC's decision to recommend NMIA as a primary focus for BCC was an easy one to make, and is driven by three factors: proximity, connectivity, and collaboration. Proximity to the greater Portland metro area is a considerable competitive advantage for Milwaukie. Milwaukie is the main gateway to Clackamas County. As metro area population growth continues to accelerate, Milwaukie offers a perfect recipe for growth based on ease of access to downtown, livability, charm, competitive priced housing and broad commercial opportunities.

The sub-committee discussed the following question as put forth by the BCC: "*Where would the highest return on investment be?"* and compile the following responses:

- Public Funds:
  - Recommendation: Further Analysis Needed on determining if there are funds for transportation and infrastructure needed to redevelop this area. Also, work with City Leaders in Milwaukie to seek funding to study the feasibility of redevelopment of this area.
- Political Lobbying:
  - Recommendation: Work with the City Leaders in Milwaukie to determine a plan for gaining redevelopment support
- Long-range Infrastructure Planning:
  - Recommendation: Work with the City Leaders in Milwaukie to analyze a redevelopment scenario.

Inside UGB Recommendations

Mid Priority –

A. Rock Creek area, Happy Valley
B. Beavercreek area, Oregon City

A. Rock Creek area, Happy Valley

The sub-committee discussed the following question as put forth by the BCC: "*Where would the highest return on investment be?*" and compile the following responses:

- Public Funds:
  - Recommendation: Combination of funding sources (example: public/private/local improvement district)
  - Recommendation: Apply for State resources such as the Special Public Works Fund (SPWF) or the Immediate Opportunity Fund (IOF)
  - Recommendation: Prioritize county funds on county roads in the Rock Creek Employment Area (162nd & HWY 212)
- Political Lobbying:
  - Recommendation: Influence ODOT to prioritize the lane expansion of HWY 212/224 junction to 172nd from two lanes to five lanes.
  - Recommendation: Support business recruitment efforts to attract Foreign Direct Investment (FDI) specific to key industries identified for this site.
- Long-range Infrastructure Planning:
  - Recommendation: Long range planning needs will be dependent upon industry recommendations for this site.

Inside UGB Recommendations

Mid Priority

B. Beavercreek Area, Oregon City

The sub-committee discussed the following question as put forth by the BCC: "*Where would the highest return on investment be?"* and compile the following responses:

- Public Funds:
  - Recommendation: Develop a P3 (public/private partnership). Combination of funding sources which could include a Local Improvement District.
  - Recommendation: Focus transportation investments on connections between Oregon City Development Sites #1 and #2 (OCDS) and the Beavercreek employment area as identified in the Beavercreek Concept Plan.
- Political Lobbying:
  - Recommendation: Acknowledgement voter approved annexation can impact employment land development.
  - Recommendation: Be prepared to respond to the question of "What is in it for the residents?" when it comes to new development.
- Long-range Infrastructure Planning:
  - Recommendation: Plan for transportation connection between employment area off of Fir Street to OCDS #1 and #2 and the Beavercreek Employment Area.
  - Recommendation: Recommend that Oregon City develop an Asset Management Plan to determine the capacity of the roads, sewer treatment facilities, water lines, and general capacity of infrastructure.

Inside UGB Recommendations

Low Priority

Damascus

As the City of Damascus has their Comprehensive Plan on the November 2014 ballot, the sub-committee determined that while there are potential growth and development opportunities, those activities will not occur until a Comprehensive Plan is adopted by the community. The consensus is to hold on any recommendations at this time until after the election.

The sub-committee discussed the following question as put forth by the BCC: "*Where would the highest return on investment be?*" and compile the following responses:

- Public Funds:
  - Recommendation: Possible sewer extension if comprehensive plan is approved.
- Political Lobbying:
  - Recommendation: In addition to the comments from August report, the consensus is to hold on any activities until after the November 2014 election.
- Long-range Infrastructure Planning:
  - Recommendation: In addition to the comments from August report, the consensus is to hold on any activities until after the November 2014 election.

2014

Economic Development Commission (EDC)
Final Committee Report
to Board of County Commissioners

EXECUTIVE SUMMARY

This year, the Board of County Commissioners charged the Economic Development Commission (EDC) to explore employment land in Clackamas County. The EDC was asked to study the employment land inventory, successful key employment areas, and identify opportunities and constraints for each site. In the future, these employment lands could be brought into the employment land inventory.

To accomplish this, the EDC formed two sub-committees to focus on land and infrastructure; 1) Inside the UGB, 2) Outside the UGB. Each sub-committee was tasked with reviewing potential opportunities and constraints where the highest return on public investment would be. The sub-committees studied the following areas:

Inside the UGB

- Rock Creek, Happy Valley
- Beavercreek, Oregon City
- North Milwaukie Industrial Area
- Damascus

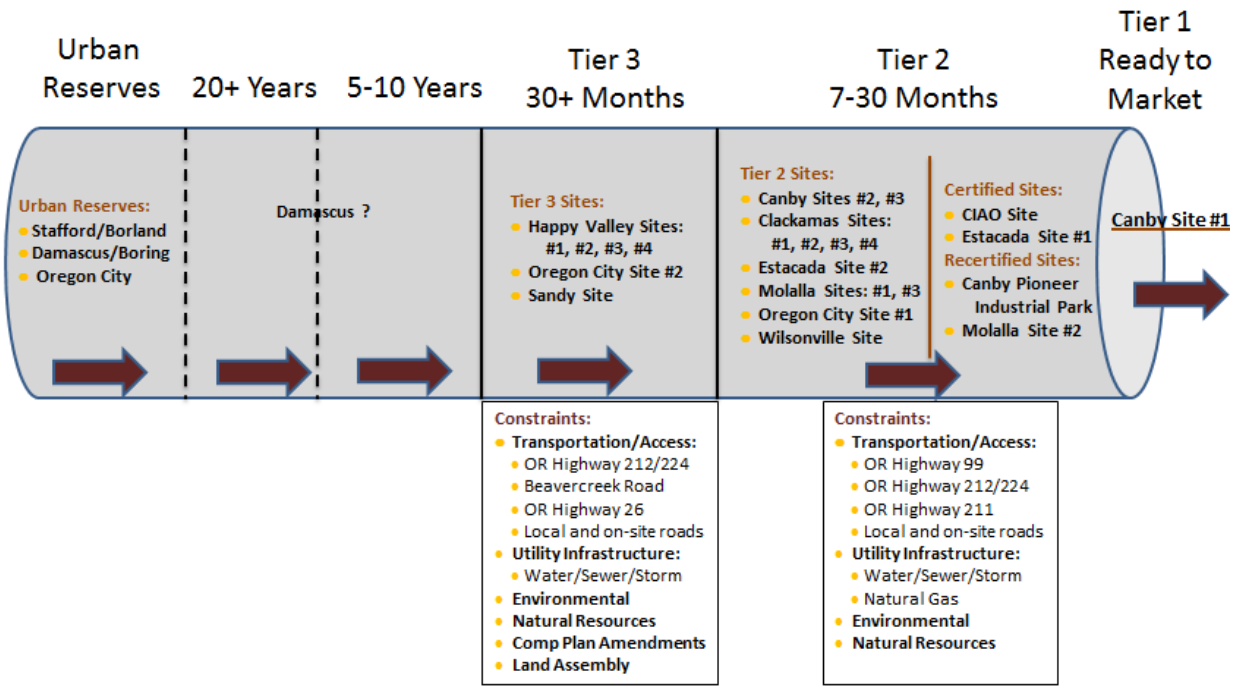
Outside the UGB

- Park Industrial Area, Estacada
- Pioneer Industrial Park, Canby
- I-5 Exit 282A, French Prairie Area
- East County Boring/Carver/Springwater
- Stafford/Borland
- Final West County Swath
- Molalla

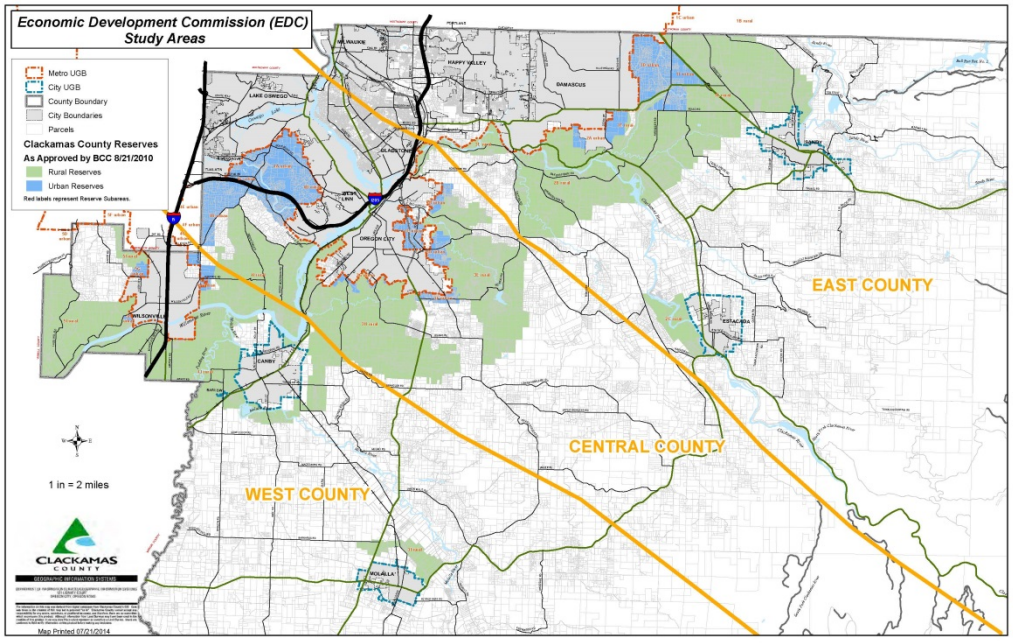
Throughout the individual study sessions, sub-committee members identified similarities in opportunities and constraints. Opportunities included location, ownership, and growth potential; constraints included transportation, natural gas, politically charged areas, rural reserves, and urban growth boundaries.

BACKGROUND

The EDC started this mission with presentation by Business and Economic Development Staff on the Asset Mapping Phase One and Two projects which identified all <u>available</u> employment lands in Clackamas County and identified constraints to development. The following Pipeline demonstrates the findings.



The next step for the EDC was to identify future employment areas and develop a Pipeline for demonstrating Low, Mid, and High Priority efforts for developing additional employment land inventory.



EDC COMMITTEES

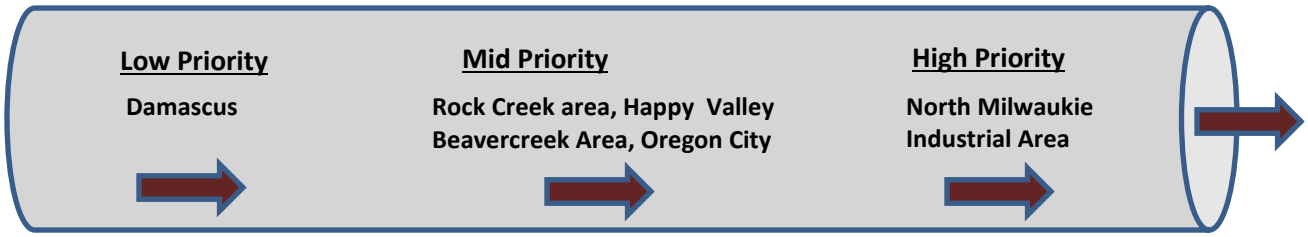
Inside the UGB Sub-Committee Members:

EDC Executive Committee:	Ken McClintock, Robert Campbell
EDC Members:	Lynn Wallis, Ken Humberston, Conrad Johnson, Bridget Dazey, Wilda Parks, Tammy Stempel, Peter Lund, Archie Ewers, Tammy Marquez-Oldham,
County Commissioners:	Commissioner Paul Savas, Liaison
County Staff:	Cindy Hagen – Committee Coordinator Catherine Comer, Corina Olsen
Guest Speakers:	Michael Walter, City of Happy Valley Lynn Wallis, Worksource Clackamas Eric Underwood, City of Oregon City Steve Butler, City of Milwaukie Mark Fitz, City of Damascus

Outside the UGB Sub-Committee Members:

EDC Executive Committee:	Richard Goddard, Bill Avison
EDC Members:	Norm Solomon, Cheryl McGinnis, Robert Fowke, Jerry Simmitt, Jon Gramenz, Gordon Young, Michele Conditt, Bennett Johnson, Matt Butts, John Drentlaw, Matthew Subotnik
County Commissioners:	Commissioner Paul Savas, Liaison
County Staff:	Jamie Johnk – Committee Coordinator, Catherine Comer, Corina Olsen, Larry Conrad
Guest Speakers:	Bill Elliot, City of Estacada Mike Parks, City of Estacada Renate Mengelberg, City of Canby Hal Keever, WHPacific Inc. Rainse Anderson, WHPacific Inc. Tracey Brown, City of Sandy Martha Fritzie, Clackamas County Staff Rick Gruen, Clackamas County Staff Dan Chandler, Clackamas County Staff Jamie Johnk, Clackamas County Staff

INSIDE THE UGB SUB-COMMITTEE FINAL RECOMMENDATIONS



Pipeline Demonstrating Priority Recommendations for Employment Land Development

1. **High Priority**

North Milwaukie Industrial Areas (NMIA) offers a unique and immediate opportunity for economic growth in Clackamas County. EDC's decision to recommend NMIA as a primary focus for BCC was an easy one to make, and is driven by three factors: proximity, connectivity, and collaboration. Proximity to the greater Portland metro area is a considerable competitive advantage for Milwaukie. Milwaukie is the main gateway to Clackamas County. As metro area population growth continues to accelerate, Milwaukie offers a perfect recipe for growth based on ease of access to downtown, livability, charm, competitive priced housing and broad commercial opportunities.

The sub-committee discussed the following question as put forth by the BCC: "*Where would the highest return on investment be?*" and compile the following responses:

- Public Funds:
  - Recommendation: Further Analysis Needed on determining if there are funds for transportation and infrastructure needed to redevelop this area. Also, work with City Leaders in Milwaukie to seek funding to study the feasibility of redevelopment of this area.
- Political Lobbying:
  - Recommendation: Work with the City Leaders in Milwaukie to determine a plan for gaining redevelopment support
- Long-range Infrastructure Planning:
  - Recommendation: Work with the City Leaders in Milwaukie to analyze a redevelopment scenario.

Notes: When the Orange line opens in 2015, Milwaukie will be directly connected with three major research and cultural hubs, OHSU, PSU and OMSI. These institutions have identified this transportation connection as an opportunity for economic and cultural exchange, and Milwaukie is ready to work directly with these groups to take advantage of this opportunity. The expected partnership between OHSU and the Knight Cancer Institute will likely generate a large demand for medical R&D/biotech facilities beyond what can be accommodated on the OHSU's South Waterfront campus in Portland; the NMIA's proximity to the new light rail line and the available acreage/building space make this area a good fit for future OHSU research and manufacturing facilities. OMSI's long term plan includes development of industrial space and the expansion of their advanced metals laboratory. Clackamas County's leadership in advanced metals manufacturing paired with Milwaukie's interest in developing its industrial lands provides an immediate opportunity for economic growth and raising the profile of the advanced metals industry

regionally. Opportunities in the broader medical, creative and manufacturing industries offered by these new institutional connections are also attractive.
Milwaukie's economic development team has demonstrated to the EDC that it is prepared and energized to take advantage of opportunities. Their ability to coordinate with private and public growth partners and streamline the development process will encourage economic growth. Milwaukie's combination of a willing and energized team, attractive developable land, a growing downtown sector, and attractive residential options sets it apart from Clackamas County's other immediate opportunities, even if its favorable regional placement is disregarded.

Of all the inside the UGB study areas the EDC reviewed this year, we feel that Milwaukie is the most exciting choice for Clackamas County's economic development attention in the near future.

2. Mid Priority

A. Rock Creek area, Happy Valley

B. Beavercreek area, Oregon City

Given the timelines for the development of infrastructure in these two areas, the sub-committee determined these areas would be second in terms of recommended focus areas. A complete list of Opportunities and Constraints is shown in the monthly meeting summaries for each focus area.

A. Rock Creek area, Happy Valley

The sub-committee discussed the following question as put forth by the BCC: "*Where would the highest return on investment be?"* and compile the following responses:

- Public Funds:
    - Recommendation: Combination of funding sources (example: public/private/local improvement district)
    - Recommendation: Apply for State resources such as the Special Public Works Fund (SPWF) or the Immediate Opportunity Fund (IOF)
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    - Recommendation: Support business recruitment efforts to attract Foreign Direct Investment (FDI) specific to key industries identified for this site.
- Long-range Infrastructure Planning:
    - Recommendation: Long range planning needs will be dependent upon industry recommendations for this site.

B. Beavercreek Area, Oregon City

The sub-committee discussed the following question as put forth by the BCC: "*Where would the highest return on investment be?"* and compile the following responses:

- Public Funds:
  - Recommendation: Develop a P3 (public/private partnership). Combination of funding sources which could include a Local Improvement District.
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- Political Lobbying:
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  - Recommendation: Be prepared to respond to the question of "What is in it for the residents?" when it comes to new development.
- Long-range Infrastructure Planning:
  - Recommendation: Plan for transportation connection between employment area off of Fir Street to OCDS #1 and #2 and the Beavercreek Employment Area.
  - Recommendation: Recommend that Oregon City develop an Asset Management Plan to determine the capacity of the roads, sewer treatment facilities, water lines, and general capacity of infrastructure.

3. Low Priority

Damascus

As the City of Damascus has their Comprehensive Plan on the November 2014 ballot, the sub-committee determined that while there are potential growth and development opportunities, those activities will not occur until a Comprehensive Plan is adopted by the community. The consensus is to hold on any recommendations at this time until after the election.

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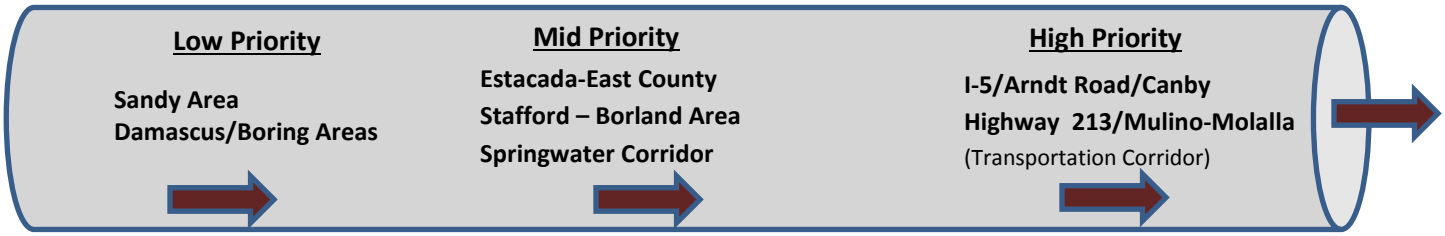
OUTSIDE THE UGB SUB-COMMITTEE FINAL RECOMMENDATIONS



Pipeline Demonstrating Priority Recommendations for Employment Land Development

Outside the UGB Sub-Committee Summary:

Throughout the course of the EDC meetings, the "Outside Metro UGB" Sub-committee reviewed information and heard from a number of community and property spokespersons from the following study areas (*in order of discussion*):

- Park Industrial Area, Estacada
- Pioneer Industrial Park, Canby
- I-5 Exit 282A, French Prairie Area
- East County Boring/Carver/Springwater
- Stafford/Borland
- Final West County Swath
- Molalla

With the information made available to the sub-committee during discussions, participants were able to understand that Clackamas County is in the midst of a land shortage crisis. With an estimated lands need of 4,000 acres the county is not currently able to meet those needs unless a strategic approach is taken to identify additional employment lands and where they might be located.

Based on the information provided, the sub-committee puts forth the following recommendations for consideration to the Board of County Commissioners (BCC):

- Revisit the urban/rural reserves and re-evaluate employment land opportunities.
- Develop objective criteria in identifying where future employment lands might be located.
- Support and strengthen agricultural connections and opportunities.
- Review and consider the opportunities and constraints identified in the prioritized study areas (see below).

Based on information provided, the sub-committee has prioritized areas outside the UGB and compiled opportunities and constraints for further consideration by the BCC:

Priority Level:

- High:

    - I5-Arndt Road/Canby-Highway 213/Mulino-Molalla Transportation Corridor
- High-Medium:
    - Estacada-East County Infrastructure/Natural Gas
    - Stafford – Borland Area
- Medium:
    - Springwater Corridor
- Low:
    - Sandy Area
    - Damascus/Boring Areas

Prioritized Areas of Discussion:

1. **High Priority**
   I-5 Arndt Road/Canby-Highway 213/Mulino-Molalla Transportation Corridor:
   A. Canby Pioneer Industrial Park: After receiving an overview of Canby's current and future industrial areas and the job opportunities, including industry and manufacturing growth, development and access to rail, the sub-committee identified that the largest constraint included access to I-5. Therefore the recommendation(s) the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment might be for the Canby area includes:
        - Public Funds:
            - Recommendation: The Committee would recommend that the BCC identify transportation funding needs for connections from Canby employment lands to I-5.
            - Recommendation: The Committee would recommend that the BCC support infrastructure improvements from Mulino Road to Highway 213.
        - Political Lobbying:
            - Recommendation: Committee recommendation to identify and lobby for funds to improve transportation access from the Canby industrial area to I-5.
            - Recommendation: Committee recommendation to support a solution that would allow for infrastructure improvements in rural reserve areas.
        - Long-range Infrastructure Planning:
            - Recommendation: I-5 Access from Canby employment lands
            - Recommendation: Infrastructure of Mulino Road with access to Highway 213
            - Recommendation: Aurora airport access
            - Recommendation: Potential partnership with Marion County

   B. I-5 Exit 282-A (French Prairie Area): The area off I-5 known as the French Prairie Area is located in three county jurisdictions (Clackamas, Marion and Washington). There are existing developments in this area including Langdon Farm, Aurora State Airport, as well as ag-related industries on the Marion County portion. There are many opportunities for potential future employment development with large acreages in single

ownership or with property owners motivated to develop; as well as the proximity to utilities, access to I-5, proximity to urban areas, and the land itself has minimal topographical (flat land) and wetlands constraints. With the identified opportunities, the sub-committee was made aware of significant constraints impacting development such as the rural reserves, political impacts, transportation and infrastructure and capacity improvements. Therefore the recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment would be for the French Prairie Area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support efforts around the I-5 and Arndt Road connection
  - Recommendation: Revisit Rural Reserves in this area and seek legislative solution
  - Recommendation: Re-zone/re-designate land for future industrial/employment development
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this site.

C. **Final West County Swath:** The sub-committee received a brief overview of the 240 acres of land south of the Charbonneau area (40 acres are zoned RRFF5 and 200 acres are exception lands). The group identified that the lands appeared to be relatively flat with good I-5 access along with the location to the Aurora airport, making them highly suitable for employment opportunities. However, a major question is which jurisdiction will service this area. The recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment for this area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support transportation and other infrastructure improvements in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area.

D. Molalla: The Molalla area has available, ready to develop employment land with minimal topographical constraints, motivated property owners and relative access to Hwy 211 and Hwy 213. There are, however constraints facing Molalla's employment lands. Though access is available on Hwy 211 and Hwy 213, there are limitations to capacity and a solution will need to be sought. Also there have been no future employment lands identified in the current UGB plans. Therefore the recommendation(s) that the sub-

committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment for the Molalla area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support transportation and infrastructure improvements in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area

2. Mid Priority

A. Park Industrial Site, Estacada:

This 130 acres industrially zoned is certified through the Business Oregon Industrial Lands program. The site has numerous opportunities for development, however due to the lack of natural gas available to the site; it is constrained to the types of industries which may potentially locate to the property. Upon reviewing the site characteristics, the sub-committee makes the following recommendation(s) to the Board of County Commissioners for consideration on where the highest return on public investment would be in the Estacada area.

The sub-committee discussed the following question as put forth by the BCC: "*Where would the highest return on investment be?"* and compile the following responses:

- Public Funds:
  - Recommendation: Work with NW Natural Gas to find out what their benchmark is for investment. The City has been working to obtain this information, requested Bill Elliot to share findings with Committee.
  - Recommendation: Research and identify Federal and State funding resources to extend natural gas service. Consideration of State or County guarantee on a loan in order to "buy down" the interest rate.
  - Identify if County funds are available to contribute towards the natural gas impact costs.
- Political Lobbying:
  - Recommendation: Committee could make request to BCC to submit letter to NW Natural Gas encouraging prioritization of extending natural gas to Estacada.
- Long-range Infrastructure Planning:
  - Recommendation: Natural gas infrastructure.

B. Stafford/Borland:

The sub-committee had an opportunity to review previous work that had been completed to identify development opportunities for the Stafford/Borland area. Per the studies, opportunities for future employment lands that could potentially have good job creation densities. However there are significant development constraints on this area including the political implications of the area in conjunction with the adjacent communities. Currently the area is in unincorporated Clackamas County and is not served by a city. In addition, there are also transportation and infrastructure constraints. Therefore the recommendation(s)

that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment for the Stafford/Borland area includes:

- Public Funds:
  - Recommendation: EDC recommends that the BCC direct staff to study the Stafford/Borland area in the Clackamas County Employment Lands Analysis. The 2000 study completed by the City of Tualatin could serve as a foundation for information.
- Political Lobbying:
  - Recommendation: Support transportation/infrastructure investments in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined bythe use best suited for this area.

3. Low Priority

A. City of Sandy

The sub-committee received an overview on the City of Sandy and learned that the community was designated as the fifth fastest growing cities in Oregon for years 2000-2010. In addition, they have approximately 35,000 cars per day travel through the community providing a great opportunity for economic growth and development. Sandy has 15 acres of industrially zoned land and 60 acres of commercial land inside the city's limit and UGB and 250 total acres outside the UGB with approximately 40 acres in the reserve area. The lands within the city limits are fully served, with motivated property owners and minimal topographical (flat land) and wetlands on most of the lands. However there are transportation and access constraints on some of the employment lands as well as topographical constraints on a portion as well. Therefore the recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment would be for the Sandy area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support transportation/infrastructure investments in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area

B. East County – Boring/Carver/Springwater

The sub-committee was able to hear more in-depth information on the methodology used to determine the urban and rural reserves. This allowed the sub-committee to conclude that though there is a great amount of land in the east county area, most is constrained by rural reserves. The lands identified in this area for employment uses include Damascus, which has not effectively adopted a comprehensive plan; leaving the County and region with a 1,200+ acre deficit in its inventory. The other area discussed where employment land is an

opportunity is in the Gresham area, which is in Multnomah County. In addition to rural reserves, the sub-committee identified transportation, utilities and infrastructure, and the pending decision on dis-corporation for the City of Damascus. Therefore the recommendation(s) that the sub-committee is putting forth to the Board of County Commissioners for consideration on where the highest return on public investment for the East County area includes:

- Public Funds:
  - Recommendation: Further analysis is needed
- Political Lobbying:
  - Recommendation: Support transportation and infrastructure improvements in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area.

SUMMARY OF MONTHLY MEETINGS

INSIDE THE METRO UGB SUB-COMMITTEE

May Committee Session – Inside UGB
Rock Creek, Happy Valley
Guests: Michael Walter, City of Happy Valley; Lynn Wallis, Worksource Clackamas

OPPORTUNITIES

- Developable, "green-field" locations with no known Phase I Environmental hazards or issues.
- Land use zoning in the greater area includes light industrial, employment, commercial, institutional and residential.
- Nearby infrastructure includes 5-lane major arterial (172nd Ave.); a significant portion of a 5-lane arterial (Rock Creek Blvd.); OR Hwy. 212
- Rock Creek Interceptor (major sanitary sewer trunk line)
- Adequate water, sewer, gas and electricity for many types of industrial users
- Availability of property tax relief through an Enterprise Zone and Strategic Investment Zone.

CONSTRAINTS

- Topographic constraints on some properties
- Planned but not improved collector roadways that are a part of the City's Transportation System Plan (TSP)
- Extension of sewer, water, gas and all other utilities to "green-field" sites
- Lack of larger, consolidated property ownership

Where would the highest return on public investment be

- Public Funds
  - Recommendation: Combination of funding sources (example: public/private/local improvement district)
  - Recommendation: Apply for State resources such as the Special Public Works Fund (SPWF) or the Immediate Opportunity Fund (IOF)
  - Recommendation: Prioritize county funds on county roads in the Rock Creek Employment Area (162nd & HWY 212)
- Political Lobbying
  - Recommendation: Influence ODOT to prioritize the lane expansion of HWY 212/224 to 172nd from two lanes to five lanes
  - Recommendation: Support business recruitment efforts to attract Foreign Direct Investment (FDI) specific to key industries identified for this site.
- Long range infrastructure planning
  - Recommendation: Long range planning needs will be dependent upon industry recommendations for this site.

<u>Preferred industries for this site include:</u>
Technology
Healthcare
Professional Services
Media/Digital Device Manufacturing

Note: Staff reached out to Providence to discuss the available land however, Providence did not have anyone available at this time

June Committee Session – Inside UGB
Beavercreek, Oregon City
Guests: Eric Underwood, City of Oregon City; Lynn Wallis, Worksource Clackamas

OPPORTUNITIES

- Significant employment, economic diversification and enhanced job density if Oregon City Development Sites 1 & 2 were served with the proper infrastructure (sewer, water and transportation).

CONSTRAINTS

- Funding and lack of an infrastructure plan.

Where would the highest return on public investment be?

- Public Funds
    - Recommendation: Develop a P3 (public/private partnership). Combination of funding sources which could include a Local Improvement District.
    - Recommendation: Focus transportation investments on connections between OCDS 1 &2 and the Beavercreek employment area as identified in the Beavercreek Concept Plan.
- Political Lobbying
    - Recommendation: Provide support to relocate Bonneville Power Administration power lines that run through the employment areas. This could include placing the lines underground allowing for more developable acreage thus increasing the potential for more jobs and assessed value.
    - Recommendation: Review voter approved annexation.
    - Recommendation: Be prepared to respond to the question of "What is in it for the residents?" when it comes to new development.
- Long range infrastructure planning
    - Recommendation: Plan for transportation connection between employment area off of Fir Street to OCDS 1 & 2 and the Beavercreek Employment Area.
    - Recommendation: Recommend that Oregon City develop an Asset Management Plan to determine the capacity of the roads, sewer treatment facilities, water lines, and general capacity of infrastructure.

<u>Preferred industries for this site include:</u>
Advanced Manufacturing
Professional Services
**Campus style development of the Beavercreek Employment Area.

July Committee Session – Inside UGB
North Milwaukie Industrial Area
Guests: Steve Butler, Denny Egner, Vera Kolias, City of Milwaukie; Lynn Wallis, Worksource Clackamas

OPPORTUNITIES

- Redevelopment of sites that are currently in public ownership
- Ability to generate higher numbers of jobs per acre
- Capitalize on new Light Rail access for redevelopment purposes
- Close connection to OHSU South Waterfront Campus
- Proximity to downtown Milwaukie

CONSTRAINTS

- Publically owned land/facilities
- Transportation access
- Existing building inventory features (i.e. Low ceiling heights, design for warehouse/distribution uses)
- Lack of redevelopment finance tools

Where would the highest return on public investment be?

- Public Funds
    - Recommendation: Assistance with funding of an analysis to determine the feasibility of key target industries
    - Recommendation: Assistance in funding transportation access improvements to move goods and people through the east side of the industrial area.
- Political Lobbying
    - Recommendation: Support the desire to keep the use of the TriMet owned property as shared parking for local employers – until TriMet decides to sell.
    - Recommendation: Continue exploring possible relocation of public owned land/facilities such as Oregon Department of Transportation (ODOT), Oregon Liquor Control Commission (OLCC) out of the industrial area in order for private development to occur.
    - Recommendation: Reach out to Oregon Health Science University (OHSU) and the Oregon Bioscience Association to discuss development opportunities given the proximity to the OHSU campus, and the community's desire to target the bioscience/high tech industry.
- Long range infrastructure planning
    - Recommendation: Explore potential transportation impact on access points to McLoughlin Blvd when redevelopment of the industrial area occurs and there are more jobs per acre.

The committee also discussed the following suggested activities for EDC members and County staff:

- EDC members to attend Milwaukie City Council meeting when the City Economic Development Program is presented.
- Attend an upcoming City of Milwaukie Economic Development Summit (date to be determined)
- County Staff to participate with City Staff in joint business outreach calls to existing companies located in the industrial area to learn more about long term plans for their offices.

The City of Milwaukie staff has determined the two priority sites for redevelopment in the industrial area include (in order):

1. ODOT site
2. Properties at the North end of the industrial area that are closest to the Light Rail station

<u>Preferred industries for this site include:</u>
Technology
Bioscience
Advanced Metals Manufacturing
Food Processing
Professional Services

August Committee Session: Inside UGB
City of Damascus
Guest: Mark Fitz, Damascus Planning Commission

OPPORTUNITIES

- Wilda Parks commented that there are opportunities for new growth once a Comprehensive Plan is adopted.

CONSTRAINTS

- Mark Fitz included in his presentation that the City of Damascus does not have: commercial navigable waterway, Rail way access inside the City, commercial airport, waste water treatment, wide spread three phase power, wide spread natural gas.
- Wilda Parks commented that lack of major infrastructure and transportation were constraints.

Where would the highest return on public investment be?

- Public Funds
  - Recommendation: (to be determined at September meeting)
- Political Lobbying
  - Recommendation: Mark Fitz commented that if the Comprehensive Plan does/does not pass, State law could be amended to allow the County to hold the land use process until a City passes their land use Comprehensive Plan.
- Long range infrastructure planning
  - Recommendation: Mark Fitz referred to presentation slide titled "Industrial Zoning" and stated that the circle on the left side of the map would be the easiest to develop with passage of a Comprehensive Plan.

<u>Preferred industries for this site include:</u>
(To be determined at September meeting)

September Committee Session – Inside UGB
City of Damascus – Continued conversation from August EDC meeting

OPPORTUNITIES

- See comments from August report.

CONSTRAINTS

- See comments from August report.

Where would the highest return on public investment be?

- Public Funds
    - Recommendation: Invest in sewer extension if comprehensive plan is approved.
- Political Lobbying
    - Recommendation: In addition to the comments from August report, the consensus is to hold on any activities until after the November 2014 election.
- Long range infrastructure planning
    - Recommendation: In addition to the comments from August report, the consensus is to hold on any activities until after the November 2014 election.

<u>Preferred industries for this site include:</u>

- To be determined upon results of the November 2014 election

October Committee Session: Inside UGB
FINAL DELIBERATIONS
COMMITTEE MEETING DATE: October 22, 2014

COMMITTEE ATTENDEES: Rob Campbell, Ken McClintock, Matt Butts, Peter Lund, Bridget Dazey, Ken Humberston, John Drentlaw, Conrad Johnson, Tammy Stempel, Dave Nielsen, Rob McEachern, Mike Williams

COUNTY STAFF: Corina Olsen

TOPICS DISCUSSED

- Ken Humberston commented that marketing Clackamas County with a few simple road signs ("Home of Advanced Metal") at all of our major arteries may provoke someone to inquire and want to know more about what the County does. Discussion around marketing continued and the members agree that it's important.
- Rob Campbell commented that there is a conflict of jurisdiction within the County and because of that sensitivity he asked how the County can help or be of support. There is a huge opportunity to think bigger and make linkages with OHSU and Tri-Met.
- Peter Lund asked if high level talks may help. Could we get our leaders to go out and talk to these industries?
- John Drentlaw mentioned that we are looking at Milwaukie due to the Orange Line. Tri-Met is separate. Asked if it's was a good idea to add housing on the pipeline.
- Bridget Dazey said that Tri-Met is doing their vision planning right now. Proposed that we ask Tri-Met to host a forum so that this group and elected officials can become more engaged with one another. This is priority.
- Conrad Johnson made the comment re-branding and synergy – we have a great opportunity to promote the County.
- Mike Williams said that most County's leave the "re-branding" work to the Cities. One strategy could be trying to cluster areas together i.e. Sandy, Estacada, Damascus and create an outer to show how diverse the County is. Look at advanced metals as a cluster while we have the opportunity to strengthen metal. Another strategic option is to make Clackamas County the new Kruse Way or Amber Glen. Mike also mentioned that he missed City of Milwaukie's presentation to the committee and is going to ask for the City to have another meeting; he will invite committee members to this meeting.
- Dave Nielsen talked about Metro's Urban Growth model and warned that it will create major housing problems for the County and other areas.

Next Steps for Committee:

- **Add the following items to the final report:**
    - **Bridget Dazey will provide some language to enhance skilled workforce and training by highlighting WICCO and Clackamas Community College***
    - **Add available acreage amounts to each area studied on the pipeline**

- **Committee members will provide more detailed language to the executive summary**
- **Davie Nielsen will provide a summary of Metro's Urban Growth report***
- **Add Metro's Urban Growth report as an addendum to the final report**

***Note: Reports submitted will be forwarded to the EDC Executive Committee, however will not be included in the final report as they were not submitted and discussed by the EDC membership.**

SUMMARY OF MONTHLY MEETINGS

OUTSIDE THE METRO UGB SUB-COMMITTEE

May Committee Session – Outside UGB
Estacada 130 Acre Industrial Site
Guests: Mike Parks, Park Development LLC.; Bill Elliot, City of Estacada

OPPORTUNITIES

- Workforce

CONSTRAINTS

- Natural Gas

Where would the highest return on public investment be?

- Public Funds:
    - Recommendation: Work with NW Natural Gas to find out what their benchmark is for investment. The City has been working to obtain this information, requested Bill Elliot to share findings with Committee.
    - Recommendation: Research and identify Federal and State funding resources to extend gas service. Consideration of State or County guarantee on a loan in order to "buy down" the interest rate.
    - Recommendation: Prioritize County funds (example: could the County partner with NW Natural and pay half the costs)
- Political Lobbying:
    - Recommendation: Committee could make request to BCC to submit letter to NW Natural Gas encouraging prioritization of extending natural gas to Estacada.
- Long-range Infrastructure Planning:
    - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area.

June Committee Session: Outside UGB
Canby Pioneer Industrial Park
Guest: Renate Mengelberg, Economic Development Manager, City of Canby

OPPORTUNITIES

- Available Land for Infrastructure

CONSTRAINTS

- Transportation/Access to I-5

Where would the highest return on public investment be?

- Public Funds
    - Recommendation: The Committee would recommend the BCC to identify transportation investment opportunities for connections from Canby employment lands to I-5.
    - Recommendation: Aurora airport access
    - Recommendation: The Committee would recommend that the BCC support infrastructure improvements from Mulino Road to Highway 213.
- Political Lobbying
    - Recommendation: Committee recommendation to identify and lobby for funds to improve transportation access from the Canby industrial area to I-5.
    - Recommendation: Committee recommendation to support a solution that would allow for infrastructure improvements in rural reserve areas.
    - Recommendation: Voter approved annexation on employment
    - Recommendation: Aurora airport access
- Long range infrastructure planning
    - Recommendation: I-5 Access from Canby employment lands
    - Recommendation: Infrastructure of Mulino Road with access to Highway 213
    - Recommendation: Aurora airport access

July Committee Session: Outside UGB
French Prairie/Langdon Farm properties
Guests: Hal Keever, WH Pacific and Rainse Anderson, WH Pacific

OPPORTUNITIES

- Land ownership: 385 acres under single ownership
- There are additional potential employment lands with multiple property owners nearby, most of which are supportive of development
- Proximity to Aurora Airport:
    - Currently 750 employees in proximity to airport; projection by 2030 950 employees
    - Future development opportunities and expansion of runway
    - Utilities and infrastructure are in proximity to lands
    - Proximity to I-5
    - Proximity to urban area
    - Minimal topographical (flat land) and minimal wetlands constraints
    - Good location in region from an economic development perspective; location is attractive/marketable to top tier companies
    - Economic growth opportunities to support agricultural industry

CONSTRAINTS

- Political factors
- Transportation: connection to I-5 via Arndt Road for capacity
- Infrastructure:
    - Capacity improvements
    - Jurisdiction willingness to serve properties or development of service district
- Rural Reserve designation
- Current zoning (EFU) – Metro approval for re-designation
- Possible Boone Bridge traffic impacts

Where would the highest return on public investment be?

- Public Funds
    - Recommendation: Information on public investment requirement was not available at the time of the discussion.
- Political Lobbying
    - Recommendation: Continue to support efforts around the I-5 and Arndt Road connection
    - Recommendation: Consider lobbying for a Rural Reserves "*Grand Bargaining*" similar to Washington County
    - Recommendation: Re-zone/re-designate land for future industrial/employment development
- Long-range Infrastructure Planning:

- Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this site.

Catherine provided a copy of the *Revised Findings for Clackamas County Urban and Rural Reserves* and a corresponding *Economic Development Commission Study Areas* map to the committee and asked that they review the documents.

August Study Session: Outside UGB
City of Sandy
Guest: Tracey Brown, City of Sandy

OPPORTUNITIES

- 60 Acres of commercial land with upgraded water and sewer
- Motivated property owners
- Free bus transportation system
- Internet/fiber service
- Quality of life
- Minimal topographical (flat land) and minimal wetlands constraints

CONSTRAINTS

- Transportation: connectivity to Hwy 26 and industrial land
- Topographical (flat land) and minimal wetlands constraints

Where would the highest return on public investment be?

- Public Funds
  - Recommendation: Information on public investment requirement was not available at the time of the discussion.
- Political Lobbying
  - Recommendation: Continue to support transportation/infrastructure investments in the area.
- Long range infrastructure planning
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area.

August Study Session
East County Boring/Carver/Springwater & Surrounding Areas
Guests: Martha Fritzie, Rick Gruen, Clackamas County

OPPORTUNITIES

- Hwy 26 would be a viable route
- Large employment area to build out in Gresham, as identified in regional industrial lands study
- Clackamas River could attract businesses in the outdoor and fishing arena

CONSTRAINTS

- EFU (Exclusive Farm Use) Land
- Clackamas River water quality
- East/West transportation
- Utilities/Infrastructure
- City of Damascus

Where would the highest return on public investment be?

- Public Funds
  - Recommendation: Information on public investment requirement was not available at the time of the discussion.
- Political Lobbying:
  - Recommendation: Continue to support transportation and infrastructure improvements in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area.

Stafford/Borland and South of 205

OPPORTUNITIES

- Approximately 100 acres zoned for employment use
- Net developable land of 2450 acres
- 85% of property owners interested in development
- Moderately flat large lot development sites
- Proximity to I-205
- High quality housing and quality of life

CONSTRAINTS

- Transportation/infrastructure (I-205)
- Additional housing
- Political implications
- No current city interest in serving area

Where would the highest return on public investment be?

- Public Funds: Further analysis is needed
- Political Lobbying:
  - Continue to support transportation/infrastructure investments in the area.
- Long-range Infrastructure Planning:
  - Long range infrastructure planning needs will be determined by the use best suited for this area.

September Study Session: Outside UGB
Final West Swath – Dan Chandler, Clackamas County

OPPORTUNITIES

- Relatively flat land
- Access to I-5
- Some property owners interested in development

CONSTRAINTS:

- Multiple property owners
- In the rural reserves
- Infrastructure
- Political Implications

Where would the highest return on public investment be?

- Public Funds
  - Recommendation: Information on public investment requirement was not available at the time of the discussion.
- Political Lobbying
  - Recommendation: Continue to support transportation and infrastructure improvements in the area.
- Long-range Infrastructure Planning:
  - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area.

September Study Session
Molalla
Guest: Jamie Johnk, Clackamas County

OPPORTUNITIES

- Available employment land
- Minimal topographical (flat land) and minimal wetlands constraints
- Motivated property owners
- Some improvements forthcoming to Highway 211
- Quality of life

CONSTRAINTS

- Transportation (Hwy 211/213)
- No identified future employment lands
- Multiple property owners of some of the employment lands

Where would the highest return on public investment be?

- Public Funds

    - Recommendation: Information on public investment requirement was not available at the time of the discussion.
- Political Lobbying:
    - Recommendation: Continue to support transportation and infrastructure improvements in the area.
- Long-range Infrastructure Planning:
    - Recommendation: Long range infrastructure planning needs will be determined by the use best suited for this area.

October Committee Session : Outside UGB
FINAL DELIBERATIONS

COMMITTEE MEETING DATE: October 22, 2014

COMMITTEE ATTENDEES: Richard Goddard, David Neilson, Bill Avison, Commissioner Savas, Matt Butts, Bennett Johnson, Jerry Simnitt, Robert Fowkes, Cheryl McGinnis, Gordon Young, Michele Conditt, Jon Gramenz

COUNTY STAFF: Jamie Johnk

TOPICS DISCUSSED
Richard led the discussion on the final draft of the committee priorities and recommendations; feedback ensued as follows:

- Gordon indicated that jobs and employment are the priorities and transportation/access to the communities where opportunities exist (Arndt Road, Hwy 224, etc.).
- Commissioner Savas shared that it is difficult for the BCC to prioritize areas.
- Cheryl stated that some areas are more ready for development that areas still waiting for infrastructure (i.e. Estacada waiting for natural gas). She recommends that her identified highest priority would be the I5 connection - Canby/French Prairie area; however felt that Stafford/Borland area might become another Damascus.
- Bennett recommends focus on areas that has the "biggest bang" – what area of infrastructure investment would yield the highest return. She however does not feel that the committee received enough information to make an informed recommendation. That said, based on the information provided, the highest priority areas would be Canby I5 connection and possibly Stafford area.
- Robert recommended breaking the areas down for prioritizing – Canby is ready to go except for transportion/ infranstructure impacts which also impacts the areas to the north and east.
- Matt suggested recommended identifying near term priorities and what could lead to development.
- Jon felt that infrastructure improvements in the Canby and French Prairie areas and connection to Highway 213 and Molalla were the highest priority.
- Jerry agreed that the Canby/French Prairie connection is priority.
- Gordon reminded the group that Canby is a great agricultural area; Springwater area is more long-term but better discussion than Canby farm land.
- Jerry agrees that Canby's agricultural land is important; however getting product to I5 is a huge challenge.
- Michele shared that her priorities would be the I5 connection including Canby to Highway 213/Molalla and Estacada/East County infrastructure and natural gas.
- Bill indicated that Canby has designated employment lands ready to go; French Prairie might open up for development with the I5 connection.
- Commissioner Savas identified the I5 connection as the I5/Canby/Mulino-Highway 213 corridor.

- Norm would like recognition of the county's horticultural shipping in the region.
- Michele added that lower priorities might be Sandy and Damascus areas.
- Commissioner Savas agreed that the east county area might be a lower priority due to the infrastructure needs and foundational farmlands.

Overall recommendations from the sub-committee, based on the information that has been provided include the following:

- The BCC review the urban/rural reserves and re-evaluate employment land opportunities.
- Develop more objective criteria in identifying where future employment lands might be located.
- Compile the opportunities and constraints and recommendations from all of the areas the Committee has studied and provide to the Board.
- Support and strengthen agricultural connections and opportunities.

In addition, the sub-committee has prioritized the areas discussed this year, based on the information provided as follows:

- High
    - I5-Arndt Road/Canby-Highway 213/Mulino-Molalla Transportation Corridor
- High-Mid
    - Estacada-East County Infrastructure/Natural Gas
    - Stafford – Borland Area
- Medium
    - Springwater Corridor
- Low
    - Sandy Area
    - Damascus/Boring Areas

Next Steps for Committee:

- **Add the following items to the final report:**
    - **Add prioritized areas and available acreage amounts to each area studied on the pipeline**
    - **Add more content to summary directly preceding the recommendations**
    - **Rearrange discussion areas to match prioritization**
    - **Include bullets recommendations from September meeting to the summary**

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

REGIONAL INDUSTRIAL SITE READINESS

2014 Inventory Update

Submitted
September 2014

Project Number
2110160.03

MACKENZIE
Since 1960

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REGIONAL INDUSTRIAL SITE READINESS – 2014 Inventory Update

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APPENDICES

Appendix A: June 2014 Site Inventory Matrix

Appendix B: Regional Industrial Site Readiness 2014 Inventory Update – Site Maps

Appendix C: Regional Industrial Site Readiness 2014 Inventory Update – User Designated and Constrained Site Maps

PROJECT MANAGEMENT TEAM AND SPONSORS

Business Oregon - Sierra Gardiner and Mike Williams

Metro - Ted Reid and John Williams

NAIOP Oregon Chapter - Kirk Olsen

Oregon Department of Land Conservation and Development – Jennifer Donnelly and Tom Hogue

Port of Portland - Lise Glancy and Keith Leavitt

Portland Business Alliance – Marion Haynes and Raihana Ansary

CONSULTANT TEAM

Mackenzie – Todd Johnson, Project Manager; Gabriela Frask; Brent Nielsen; and Matthew Butts

EXECUTIVE SUMMARY

This report is an update to the *2011 Regional Industrial Site Readiness Project* of large (25+ acres) industrial sites within the Portland metropolitan area Urban Growth Boundary (UGB) and select urban reserves[1]. The project is a partnership of Business Oregon, Metro, NAIOP - Commercial Real Estate Development Association Oregon Chapter, Oregon Department of Land Conservation and Development, Port of Portland, and the Portland Business Alliance, with cooperation from local governments and private property owners. This update is intended to inform local, regional, and state efforts to ensure an adequate supply of development-ready large industrial sites for traded-sector job creation.

Portland-Metro's Traded Sector, a 2012 Value of Jobs Report issued by Portland Business Alliance, found that on average a traded-sector worker in the Portland metropolitan area earns 42% more than a local-sector worker in the Portland metropolitan region. Promoting traded-sector job creation also spurs the local economy with a multiplier of 2.5 local-sector jobs created for each high-skilled traded-sector job. The production of traded-sector goods (i.e., manufacturing) remains a backbone of Portland metropolitan area's employment. Manufacturing jobs provide higher wages and better benefits than non-manufacturing jobs, particularly for those workers without a high school or college degree. The availability of large and market-ready industrial sites is critical to expanding and attracting traded-sector businesses and growing middle-income jobs key to a prosperous region.

This update intends to:

1. inventory and track changes in the region's large lot industrial site supply;
2. analyze movement of sites from varying states of site readiness;
3. inform policy makers on activity, such as policy changes or infrastructure investments, that have increased the supply and/or readiness of development-ready sites; and
4. support policy and investment decisions required to ensure an adequate supply of development-ready large industrial sites to support economic growth.

The development-readiness tiers used in this inventory are based on those established during the 2011 project:

Tier 1: Development-ready within 180 days of application submittal (i.e., projects can receive all necessary permits; sites can be served with infrastructure and zoned and annexed into the city within this timeframe).

Tier 2: Likely to require 7-30 months to become development-ready.

Tier 3: Likely to require over 30 months to become development-ready.

ACTIONS THAT MADE SITES MORE DEVELOPMENT-READY	
Local and state legislative actions[2]	2
Changes in property owner willingness to transact	2
Environmental constraint mitigation	2
Infrastructure investments	5

Tier 1 sites are the only sites generally considered recruitment-ready for businesses expanding or locating in the Portland region. In a globally competitive environment, businesses increasingly require compressed timelines for

[1] Although this inventory does not include sites within rural areas of these three counties that are outside the UGB and selected urban reserves, these sites are important to the region's economic prosperity.

[2] Legislative actions include Urban Growth Boundary (UGB) expansion, annexation, zoning, and concept planning.

decision making and development. While not considered marketable for most recruitments, Tier 2 could be feasible for expansions of existing businesses and for speculative development for investors. Tier 3 sites are viewed as being non-competitive in the market, and are therefore unavailable for business expansion and recruitment without significant investments, changes in regulatory compliance, or land price discounted by property owners.

Findings

Of the 54 sites in the 2014 inventory:

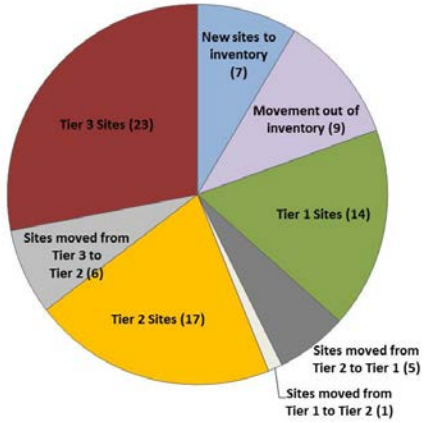
- There are 14 Tier 1 sites; 17 Tier 2 sites; and 23 Tier 3 sites.
- Seven new sites were ***added*** to the inventory since 2011.
- Nine sites were ***removed*** from the inventory since 2011:

ACTIVITY RESULTING IN INVENTORY REMOVAL	
User designated[3]:	1
Program changes[4]:	2
Construction and development:	3
Local and state legislative actions:	3
Total:	**9**

  - Three of these sites are currently being developed and projected to result in $38 million in investments and 416 new jobs when construction is complete[5]; one of the sites is being used as a temporary parking lot[6] for Intel's Ronler Acres Campus expansion.
  - Since this June 2014 inventory was completed, three additional Tier 1 sites have been absorbed in the market[7].

- Five sites moved up from Tier 2 to Tier 1.
- Six sites moved up from Tier 3 to Tier 2.
- Large industrial sites face multiple development constraints, including: required state and local legislative actions[8], inadequate infrastructure and transportation[9], land assembly needs, natural resources mitigation, brownfield remediation, and property owners not willing to transact.

Total Sites and 2011-2014 Inventory Movement



[3] User designated sites are sites owned and held for future expansion of existing regional firms and not available to the general market.

[4] Current property owners have designated these sites to meet long-term operational needs. As a result, these sites are no longer available to the general market.

[5] **Site 11:** Portland International Airport in Portland has two buildings under construction totaling 491,200 square feet with a $28.5 million investment and 141 projected distribution and logistics jobs available in late 2014 (Port of Portland). **Site 40:** Pacific Realty in Tualatin has two buildings under construction totaling 100,000 square feet with a $9.5 million investment and 275 projected distribution and logistics jobs available in 2015 (PacTrust). **Site 44:** Intel Corporation in Hillsboro was previously used as a staging area and is now a temporary parking lot for the D1X and D2X fabrication plants at the Intel Ronler Acres Campus with investment of $1 billion (Intel).

[6] Intel received land use approval for a temporary parking lot until 2023 at which point the property may be redeveloped.

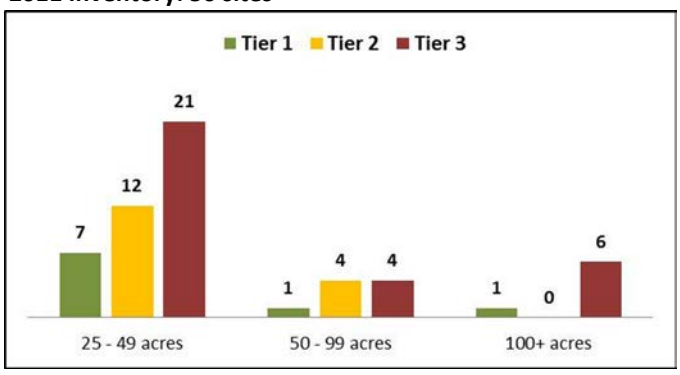
[7] **Site 13:** Specht Properties in Portland; **Site 46:** Development Services of America (Westmark site) in Hillsboro; **Site 114**: Colwood Ltd Partnership in Portland.

[8] Local and state legislative actions include UGB expansion, annexation, zoning, and concept planning.

[9] Infrastructure includes water, sewer, and stormwater utilities.

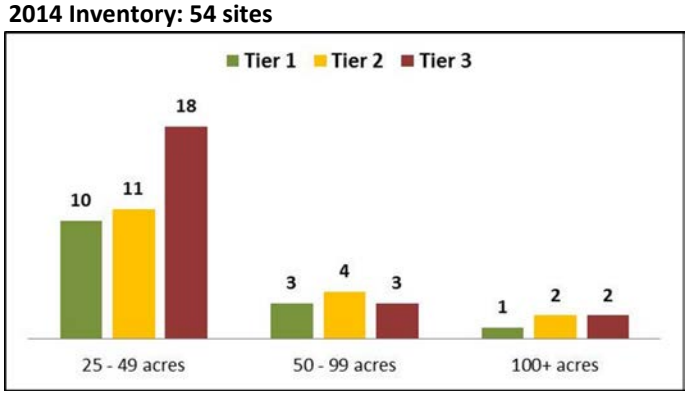
The following charts and tables compare site net developable acreage changes between the 2011 and 2014 inventories.

2011 Inventory: 56 sites



	2011 Inventory	2014 Inventory
Tier 1	9	14
Tier 2	16	17
Tier 3	31	23
Total	**56 sites**	**54 sites**

2014 Inventory: 54 sites



	2011 Inventory	2014 Inventory
25-49 acres	40	39
50-99 acres	9	10
100+ acres	7	5
Total	**56 sites**	**54 sites**

The increase in Tier 1 sites in the 2014 inventory is a result of the addition of three new sites to the inventory[10] and five sites upgraded from Tier 2[11], offset by the market absorption of three Tier 1 sites. Of the 14 Tier sites, only seven have broad market appeal.

Of the 11 sites that moved up a tier, seven sites required investment in infrastructure and mitigation.

- Two sites moved up a tier due to mitigation of environmental constraints.[12]
- Five sites received transportation/infrastructure investments, totaling approximately $39.5 million.[13]

Four of the sites which moved up a tier were able to do so without significant investment in infrastructure.

- Two sites had a change in the property owner's willingness to transact and were upgraded to Tier 2.[14]
- Two sites were taken out of urban reserves and brought into the UGB by House Bill 4078 in 2014.[15]

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[10] **Site 111:** Weston Investment – an aggregated site; **Site 113**: Henningsen Cold Storage – increased in site acreage due to decision to vacate dedicated right-of-way and building demolition for future development; and **Site 114:** Colwood Ltd Partnership – open space rezoned to industrial.

[11] **Site 13:** Specht Propertlines Inc.; **Site 22:** Port of Portland – GVBP West; **Site 29:** Clackamas County Development Agency; **Site 50:** Shute North; **Site 52:** Shute South.

[12] **Site 13:** Specht Properties and **Site 29:** Clackamas County Development Agency.

[13] **Sites 18 and 19:** Troutdale Reynolds Industrial Park Phase 2 - The Port has expended $2.5M in planning and design to permit the infrastructure for Phase 2. $8 million in regional transportation funding was approved for the local roads, along with a transfer of $6 million in funding from the State-funded Troutdale interchange project and $1.1 million from the City of Troutdale.; **Site 29:** Clackamas County Development Agency - $1.1 million in State Immediate Opportunity Fund and Clackamas County funding was used to improve local road access to the site. An additional $1.8 million in County funds paid for extension of 120th Avenue; **Sites 50 and 52:** Shute Road North and South - $8 million in regional transportation funding and $10 million transfer of I-26/Brookwood interchange savings was used to pay for the construction of nearby local road improvements. The City of Hillsboro contributed $1 million dollars for water infrastructure and planning for sewer line pump station and extension.

[14] **Site 23:** Mt. Hood Community College and **Site 47:** Cranford.

[15] **Site 101:** Vanrose Farms and **Site 104:** Meek Subarea.

Conclusions

- The Portland region's supply of large industrial sites over 25 net developable acres has decreased since 2011.
- There have been positive impacts in site readiness from investments in infrastructure, mitigation and local and state legislative actions. Movement between tiers is largely due to infrastructure investments, and environmental constraint mitigation (7 sites).
- Supply continues to be most limited for larger sites of 50 acres or more.
  - There is only one 100-plus acre Tier 1 site in the region. Larger sites are more complex and take patience to acquire and develop.
- Sites with multiple property owners require aggregation. This is a key issue to supplying larger sites to the market affecting a third of the Tier 2 and Tier 3 sites in the inventory (13 sites).
- There are multiple market-readiness site constraints for other sites in the pipeline.
- Over half of the Tier 2 and Tier 3 sites require local and state legislative actions such as annexation zoning, completion of concept planning, or addition to the urban growth boundary (23 sites).
- Between 40% and 60% of Tier 2 and Tier 3 sites have transportation, infrastructure, and/or environmental mitigation constraints (17-25 sites).
- While brownfield redevelopment affects only six large industrial sites, three industrial sites are located in the Portland Harbor Superfund site which will add significant costs, time, and brownfield redevelopment challenges and require coordinated strategies.
- While investments in infrastructure, changes in ownership willingness to transact, and legislative actions have improved the quality of sites in the inventory, with 11 sites moving closer to market readiness; site readiness is not occurring at a pace sufficient to keep up with demand.[16]

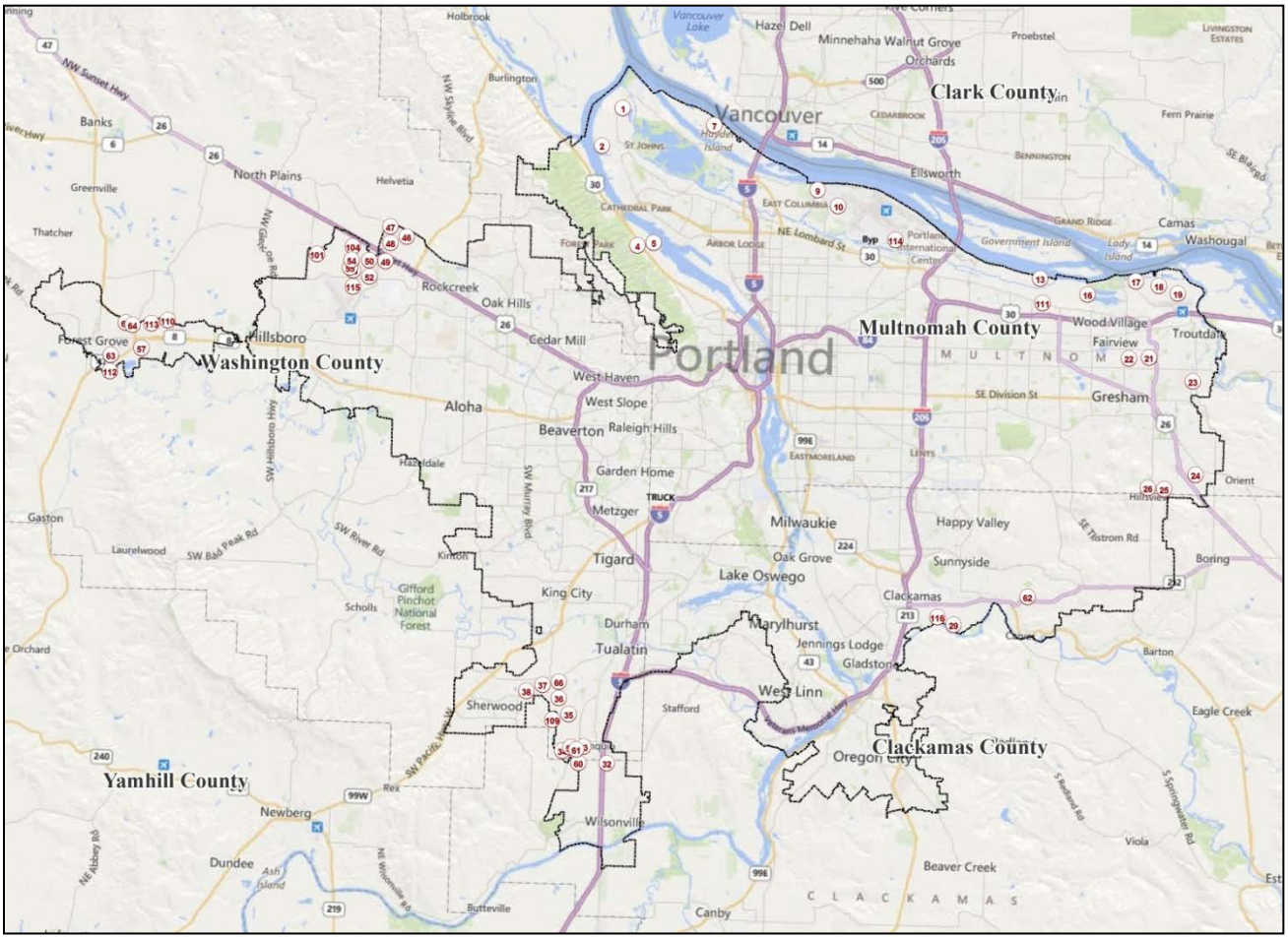
As the economy continues to recover and demand increases due to business growth and investment, additional strategies to increase the continued supply of land will be needed. In order to provide the required land supply to meet projected 2035 population and employment growth within the Metro UGB[17], create middle income jobs to address income disparity, and achieve a sustainable tax base critical to public services[18] , state and regional policymakers must work from an accurate and practical employment land inventory and prioritize policy actions and investments to address industrial site readiness, aggregation, infrastructure, environmental constraint mitigation, legislative actions, and industrial brownfield identification and mitigation. Regular updates to the inventory support the region's traded-sector prosperity and job creation efforts allow tracking of progress in efforts to maintain a supply of sites and help target investments and policy decisions to ensure an adequate supply of development-ready industrial sites. With reduced federal funds, the region will need to be more strategic about investments required to move sites to market ready sites to support these goals.

[16] The inventory shows an overall decrease in the total number acres and total number of sites, and a 26% decrease in Tier 3 sites over the two and a half year period.

[17] The draft *2014 Metro Urban Growth Report* forecasts 85,000 to 440,000 additional jobs and 300,000 to 485,000 additional people inside the Metro urban growth boundary by the year 2035.

[18] State personal income taxes and local property taxes.

Regional Map of Tier 1, 2, and 3 Sites



Note: Additional maps are available in Appendix B of this report. **Source: Mackenzie**

PROJECT SUMMARY

Project Purpose

The *2011-12 Regional Industrial Site Readiness Project* assessed the Portland region's supply of development-ready large industrial sites, a critical part of a strategy to retain and attract traded-sector jobs. *Portland-Metro's Traded Sector*, a 2012 Value of Jobs Report issued by Portland Business Alliance, found that on average a traded-sector worker in the Portland metropolitan area earns 42% more than a local-sector worker in the Portland metropolitan region. In an income tax dependent state such as Oregon, these high wage traded-sector jobs generate more revenue for critical services like schools, health care, and social services than local-sector jobs. Traded-sector jobs have a multiplier effect throughout the economy, with an additional 2.5 local-sector jobs created for each traded-sector job. Manufacturing is the backbone of the Portland metropolitan area's traded-sector employment. Manufacturing jobs provide employment opportunities for those without a high school or college degree. The availability of market-ready industrial lands is critical for growing a prosperous traded-sector economy and middle-income jobs.

Because the Portland region must compete with other metropolitan areas for these traded-sector jobs, it must have an adequate inventory of development-ready large industrial sites for expanding and attracting companies. This report is an update to the 2011 inventory which described the supply and market-readiness of large (25 acres and larger) industrial sites in the Portland metropolitan region[19]. For purposes of this study, only vacant, industrially zoned or planned lands within the Portland metropolitan Urban Growth Boundary (UGB) and select Urban Reserves were analyzed. The 2014 inventory utilized the same methodology that was developed during the 2011-2012 Project.

The original project was conceived partly in response to Metro's *2009 Urban Growth Report*, which identified a shortage of large industrial sites in the region and the need to replenish large industrial sites as they are developed. The original project report was produced by Mackenzie in partnership with Business Oregon, Metro, NAIOP - Commercial Real Estate Development Association Oregon Chapter, Port of Portland, and the Portland Business Alliance whose representatives served as the Project Management Team (PMT).

The 2011 inventory created in Phase 1 of this *Regional Industrial Site Readiness Project* provided a community-wide understanding of the supply of vacant large industrial lands, the time and investment needed to get land development ready, and the severity of development constraints. While the 2011 report and this update are limited in scope to industrial lands within the Metro UGB and urban reserves, several communities have replicated the work for other locations, most notably Clackamas County's county-wide work in 2013-14[20].

Phase 2 of the 2011-12 project analyzed the development readiness of 12 sites, identifying a development scenario, constraints to development, costs for on- and off-site developments, and economic benefits derived from such development. This analysis highlighted the significant economic benefit that would result from development, with a significant share of benefit accruing to the State through personal income taxes. The findings supported the passage of Senate Bills 246 and 253 in 2013, designed to provide State financial assistance for local site readiness and due diligence work.

[19] The Regional Industrial Site Readiness Project examines vacant, industrially-zoned, or planned lands within the Portland metropolitan area's UGB and selected urban reserves that are suitable for large industrial development by new firms moving to the region, development companies who develop business and employment centers, or support the growth of existing firms. 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 general marketplace. Rural areas of Clackamas and Washington counties outside the Metro UGB were not included in this analysis.

[20] http://cmap.clackamas.us/ccss/

As with the 2011 inventory, the 2014 inventory update focuses on the quality of land and how ready it is for development versus the quantity of gross acres. The inventory is intended to be maintained and updated on a regular basis to reflect market changes, development, investments, and actions to move sites to market. It will also help to inform continued local and private sector efforts to increase site readiness, legislative actions to fund the site readiness, and due diligence programs, and Metro's *2014 Urban Growth Report* and 2015 Growth Management Decision. The *Urban Growth Report* assesses the region's long-range industrial site inventory and, as such, has a broader perspective than this inventory, which focuses on site-readiness for short- and medium-term job creation opportunities. The common theme of both the Urban Growth Report and this inventory is that the public and private sectors need to work cooperatively to make sites available for private sector job creation.

The inventory update reflects conditions as of June 2014. Seven new sites have become available to the market and nine sites from the 2011 inventory are no longer available to the market. This report summarizes the findings of the 2014 inventory and highlights changes from the October 2011 inventory to show movement within the market and the impact of recent legislative changes.

2014 INVENTORY

Background on the Update

The 2011 inventory identified available land for traded-sector employment expansion and attraction within the Metro UGB. Since the 2011 inventory was completed, there have been many changes to the inventory, including market activity as shown on Table 9. The PMT initiated this inventory update to reflect those changes and provide data for Metro's *2014 Urban Growth Report*. The PMT recommends future inventory updates on a similar cycle.

The 2014 inventory update assessed sites over 25 net developable acres to identify development-ready sites (Tier 1) and sites that need additional work and investment (Tier 2 and Tier 3). The 2014 inventory update did not analyze the size of investments needed to move Tier 2 and Tier 3 sites to development-ready status. Clackamas and Washington counties are undertaking detailed site assessments using the methodology developed in Phase 2 of the *2011-12 Regional Industrial Site Readiness Project*.

The inventory update provides a database of industrial sites to support the region's economic development efforts. The database lays a foundation for the work of local jurisdictions, Greater Portland Inc., Metro, the Port of Portland, and the State, to grow the region's job base through market absorption of Tier 1 sites, make investments in site readiness, and bring Tier 2 and Tier 3 sites to Tier 1 status.

Mackenzie and the PMT evaluated sites using similar criteria and metrics as companies or developers would use, rather than limiting analysis to existing parcels or tax lots. A site in this inventory could be a single owner parcel or multiple adjacent parcels that can be combined into a single site; combined parcels could include adjacent parcels in the same ownership and/or in multiple ownerships. This update is also important because trends and changes can be examined since the previous inventory, not solely the quantity of land. It assesses legislative actions and market changes to understand the transformation of sites. It is anticipated that in future updates of the inventory additional data points will help identify trends that may further inform policymakers.

Tiering Criteria and the Process to Score the Sites

The tiering system utilized in this inventory update was based on development readiness criteria established during the 2011-2012 project. The tiers are based on industry standards and mirror the recruitment/development timeframe used by the State's Industrial Site Certification Process. The tiers are defined as follows.

Tier 1 Sites have over 25 net developable acres and are development-ready, or can be development-ready, within 180 days (six months). It is anticipated that no, or minimal, infrastructure or brownfield remediation is necessary and that due diligence and entitlements could be provided and/or obtained within this time period. A Tier 1 site does not have a use restriction and is currently on the market for sale or lease, or the ownership is willing to transact within 180 days. Sites in this tier would generally qualify for Business Oregon's Industrial Site Certification program.

Tier 2 Sites have over 25 net developable acres and require additional actions that would take between seven to 30 months to be counted as development-ready. The seven to 30 month timeframe is for sites that are less competitive for expansions and recruitment, but may still be of some interest to more patient users/developers. These sites may have deficiency issues with regard to infrastructure or may require brownfield remediation, annexation, and additional local and state legislative actions that are assumed to take more than six months. Additionally, these sites may have a marine or aviation use restriction that limits, but does not eliminate, their market opportunity. These sites are

currently on the market for sale or lease, or the property owner is willing to transact. If the property owners' willingness to transact is unknown, the site may still be considered a Tier 2 site. Should the site be in multiple ownerships, an agreement to aggregate within 30 months must be in place.

Tier 3 Sites have over 25 net developable acres and require the most cost and time to deliver a development-ready site. Tier 3 sites include those that require 30 months or more to be development-ready and represent the least competitive sites from an expansion, recruitment, or a speculative development perspective. In addition to the criterion for Tier 2, these sites may or may not be currently for sale or lease, or the owner may or may not be willing to transact. In a small number of cases, sites are in Tier 3 because required information was not available at the time this report was published.

Table 1 below shows the tiering criteria developed and used by the PMT and consultant team to tier the sites.

Table 1: Inventory Tiering Criteria

	25 net developable acres	Use Restriction	Brownfield Remediation	Annexation Required	Sewer, Water, & Storm	System Mobility	Currently for Sale or Lease		Willingness to Transact
Tier 1	Within six (6) months	No	No or Within six (6) months (Score of A)	No	A or B	A or B	Yes	***OR***	Yes
Tier 2	Within 7-30 months	Yes or No	Within 7-30 Months (Score of B)	Yes or No	A, B, or C	A, B, or C	Yes	***OR***	Yes or Unknown
Tier 3	>30 months	Yes or No	>30 months (Score of C)	Yes or No	A, B, or C	A, B, or C	Yes or No	***OR***	Yes or No or Unknown

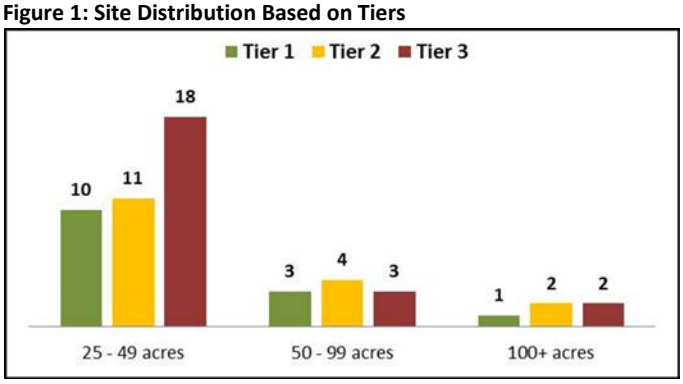
Source: Mackenzie

2014 INVENTORY UPDATE FINDINGS

Development Readiness

Industrial sites in the region are in varying states of readiness, requiring regulatory approvals (development permitting, environmental resource mitigation), local discretionary actions (concept planning, annexation, zoning), infrastructure (sewer, water, transportation), site/property owner aggregation, and brownfield remediation.

Figure 1: Site Distribution Based on Tiers



Source: Mackenzie

The study finds that the region has a limited supply of large industrial land readily available to attract and grow employers needed for the region to prosper, particularly sites of 50 net developable acres or more. Net developable acres are gross acres less wetlands, floodplain, 10%+ slopes, streams, and other development constraints that limit development. Figure 1 represents the findings of the regional inventory as of June 2014.

The study found the following.

14 Tier 1 sites
Available for facility construction within 180 days
There are 14 Tier 1 "market-ready" sites available for development opportunities in the near term, mostly in the 25 to 49 acre range. Tier 1 sites total approximately 650 net developable acres.

17 Tier 2 sites
Available for facility construction between seven and 30 months
Tier 2 mid-term sites require additional investment and policy actions to be market-ready. Of the 17 Tier 2 sites totaling approximately 1,100 net developable acres, four of these sites require property owner assembly.

23 Tier 3 sites
Available for facility construction beyond 30 months
There are multiple challenges to address to bring these 23 Tier 3 sites to market. Investment and actions required to move these sites forward include site aggregation, brownfield remediation, wetland mitigation, transportation/infrastructure improvements, and annexation. Nine of the Tier 3 sites (40%) require property owner assembly. Net developable acres in Tier 3 totals approximately 1,300 acres.

50-plus and 100-plus acre size sites
There is a limited supply of 50-plus and 100-plus acre sites in the Portland region. With respect to 100-plus acre sites, the study found:

- One Tier 1 site: Site 21: Gresham Vista Business Park (owned by Port of Portland)
- Two Tier 2 sites: Site 104: Meek Subarea site and Site 101: Vanrose Farms/Bert & Bernie LLC (Hillsboro)
- Two Tier 3 sites: Site 7: West Hayden Island and Site 10: SW Quad (both owned by the Port of Portland)

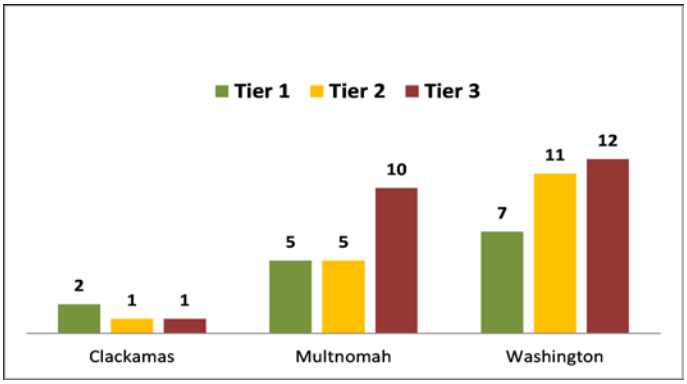
Tier 2 and 3 Development Constraints

There are multiple development constraints impacting the 40 Tier 2 and Tier 3 sites as outlined in the table below. Parcel aggregation is an issue affecting 25% of the sites in the inventory. More than 50% of the Tier 2 and Tier 3 sites require local and state legislative action and 45% of Tier 2 and Tier 3 sites have significant site infrastructure constraints.

Tier 2 and Tier 3 Development Constraints	
Brownfield clean up:	6
Natural Resources:	18
Infrastructure (water, sewer, storm utilities):	17
Transportation:	25
Land Assembly:	13
Local and State Legislative Actions:	23
Willingness to Transact	
No:	10
Unknown:	6

Note: Most sites may have multiple constraints

Figure 2: Distribution of Sites by Location



Source: Mackenzie

Tier 1, 2, and 3 Site Results

The 2014 update is based on the best available public information available to the consultant as of June 2014. The inventory of industrial sites in the Portland region will change over time; as such, this inventory is a snapshot in time. Changes to this inventory update are based on better information, such as wetland delineations; site surveys; property owner conversations; new properties coming on the market; properties in the inventory coming off the market due to transactions; a change in tier status based on investment or other actions; and other issues, such as an increase in property owner willingness to transact or other user designation.

The inventory update identifies 54 large industrial sites in the Metro UGB and selected urban reserves (Figure 2). Of these 54 sites in the inventory, 14 sites (26%) are Tier 1; 17 sites (31%) are Tier 2; and 23 sites (43%) are Tier 3 sites. Many of the Tier 3 sites have significant barriers to market readiness and may not be able to be aggregated as a site at all. The complete inventory of sites detailing all of the data prepared for each site, their location in the region, and their tiers can be found in Appendix A with regional maps found in Appendix B.

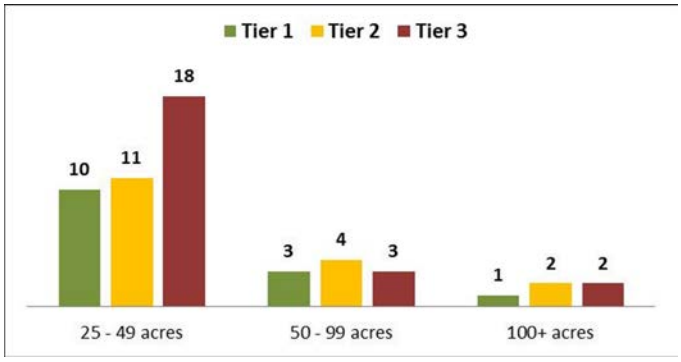
TIER AND SITE DISTRIBUTION BY COUNTY				
Tier/Acres	**Clackamas**	**Multnomah**	**Washington**	**Total**
Absorbed by the Market	**0**	**1**	**2**	**3**
Tier 1	**2**	**5**	**7**	**14**
25-49 acres	2	3	5	10
50-99 acres	0	1	2	3
100+ acres	0	1	0	1

Tier/Acres	Clackamas	Multnomah	Washington	Total
Tier 2	**1**	**5**	**11**	**17**
25-49 acres	1	2	8	11
50-99 acres	0	3	1	4
100+ acres	0	0	2	2
Tier 3	**1**	**10**	**12**	**23**
25-49 acres	1	8	9	18
50-99 acres	0	0	3	3
100+ acres	0	2	0	2
TOTAL	**4**	**20**	**30**	**54**

Tier 1 Sites

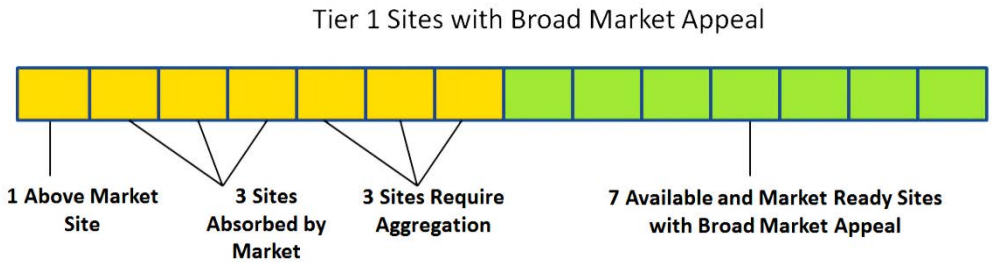
Of the 14 Tier 1 sites, seven are in Washington County, five are in Multnomah County and two are in Clackamas County (Figure 3). The number of larger sites is limited as approximately 70% of the Tier 1 sites are in the 25-49 acre range. There are only three 50-acre sites and one 100-acre site that are Tier 1.

Figure 4: Distribution of Sites by Acreage



Source: Mackenzie

In addition to development-readiness, there are a handful of economic factors that drive the suitability of industrial sites for immediate development. A closer look at the 14 Tier 1 sites (Table 2) reveals that the number of sites attractive to a broad range of potential traded-sector companies is even smaller. Of the 14 Tier 1 sites, there are seven sites that meet standard market requirements. Three sites have multiple owners and a potential user must aggregate these sites themselves. One site is currently for sale at an above market price for industrial development. It is unclear if, or when, the current owner will align the asking price with current industrial market pricing. Three sites that have been absorbed by the market since June 2014[21].



Over 85% of the Tier 1 sites are in Multnomah or Washington County[22]. Because the inventory only includes sites within the Portland metropolitan UGB or select urban reserves, industrial sites located in rural Washington

[21] **Site 13**: Specht Properties in Portland; **Site 46**: Development Services of America (Westmark site) in Hillsboro; **Site 114**: Colwood Ltd Partnership in Portland.

County and Clackamas County, such as Banks, Canby, Sandy, Molalla, and Estacada are not included in this inventory[23]. However, these sites are an important component of the regional economy. Table 3 details the Tier 1 sites.

[22] Approximately 40% of Multnomah County is within the Metro UGB; 17% of Washington County; and 5% of Clackamas County.

[23] http://cmap.clackamas.us/ccss/

Table 3: Tier 1 Site Summary

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acreage	Number of Tax lots	Number of Owners	Currently for Sale/Lease	Willing to Transact
13	Specht Properties Inc.	Portland	Multnomah	28.11	26.52	3		S	
21	Port Of Portland GVBP - East	Gresham	Multnomah	115.98	115.01	5		S/L	
22	Port Of Portland GVBP - West	Gresham	Multnomah	87.79	67.84	3		S/L	
29	Clackamas County Development Agency	Clackamas	Clackamas	61.93	40.00	11		S/L	
32	Ralph & Shirley Elligsen	Wilsonville	Clackamas	33.42	30.20	2		S	
46	Development Services Of America (Westmark Site)	Hillsboro	Washington	30.02	30.02	1		S	
48	Dewayne Wafford (Baker/Bindewald Site)	Hillsboro	Washington	46.06	44.58	1		S	
49	Majestic Realty Company	Hillsboro	Washington	75.11	62.75	9		S/L	
50	Shute North (Berger/Moore Trust/Boyles Trust)	Hillsboro	Washington	73.31	55.00	5	3	S	
52	Shute South (Berger Properties/Moore Trust)	Hillsboro	Washington	42.91	42.91	2	2	S	
57	Merix Corporation	Forest Grove	Washington	34.25	29.71	1		S	
111	Weston Investments and CCF Oregon LLC	Gresham	Multnomah	34.99	26.00	2	2	S	
113	Henningsen Cold Storage	Forest Grove	Washington	28.57	26.44	3			YES
114	Colwood LTD Partnership	Portland	Multnomah	47.55	39.42	1		S	

Note: It is assumed that if a property is currently listed for sale or lease, the property owner is willing to transact. **Source: Mackenzie**

Tier 2 Sites

The analysis found 17 Tier 2 sites within the Metro UGB. The bulk of these sites are in Washington or Multnomah County with only one site in Clackamas County. The number of large sites in Tier 2 is limited, with four sites that are between 50-99 acres and two 100-plus acre sites.

The few large sites in Tier 2 face significant challenges to become market-ready, including the need to build infrastructure (roads and sewer), mitigate wetlands, and assemble parcels currently under multiple ownerships. Many of these sites have multiple development constraints that limit their marketability. The inventory update did not identify specific constraints at each site, but the list of potential constraints includes environmental clean-up, infrastructure upgrades, property owner aggregation, annexation, wetland/floodplain fill. Of the 17 Tier 2

sites, four require aggregation and eight require local and state legislative actions, such as UGB expansion, annexation, zoning, and concept planning.

Generally, the constraints to readiness for Tier 2 sites are less extensive than Tier 3 sites, requiring less time and lower costs than the majority of the Tier 3 sites. Tier 2 sites present the best opportunity to focus resources to bring more sites to market. Table 4 details the Tier 2 sites.

Table 4: Tier 2 Site Summary

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acreage	Number of Tax lots	Number of Owners	Currently for Sale/Lease	Willing to Transact
1	Port of Portland (Rivergate)	Portland	Multnomah	51.44	51.21	4		L	
9	Port of Portland (NE Marine Drive & 33rd Avenue)	Portland	Multnomah	66.74	62.70	1		L	
18	Port of Portland (Trip - Phase 2)	Troutdale	Multnomah	42.67	30.18	3		S/L	
19	Port of Portland (Trip - Phase 2)	Troutdale	Multnomah	80.53	80.34	2		S/L	
23	Mt Hood Community College	Troutdale	Multnomah	38.45	37.40	3			Yes
38	Biles Family LLC	Sherwood	Washington	39.60	30.89	1		S	
47	Julian & Sharon Cranford	Hillsboro	Washington	28.51	27.29	1		S	
54	5305 NW 253RD Avenue LLC	Hillsboro	Washington	38.49	28.59	1			N/A
55	Spokane Humane Society & Spokanimal Care	Hillsboro	Washington	45.49	36.00	1			Yes
56	East Evergreen Site	Hillsboro	Washington	70.74	61.00	9	7	S	Yes
62	Rock Creek Site	Happy Valley	Clackamas	40.83	36.82	5	2	S	Yes
63	Woodburn Industrial Capital	Forest Grove	Washington	26.17	25.01	1		S/L	
66	Kenneth Itel	Tualatin	Washington	46.25	30.25	2			Yes
101	Vanrose Farms and Bert & Bernie LLC	Hillsboro	Washington	271.64	224.83	2	2		Yes
104	Meek Subarea Site	Hillsboro	Washington	268.02	257.42	8	7		Yes
112	Hally Haworth	Forest Grove	Washington	38.19	36.15	2			Yes
115	SolarWorld	Hillsboro	Washington	46.23	46.23	1		S	

Note: It is assumed that if a property is currently listed for sale or lease, the property owner is willing to transact. **Source: Mackenzie**

Tier 3 Sites

The analysis found 23 Tier 3 sites within the Metro UGB and selected urban reserves. While all but one of the Tier 3 sites are inside the UGB or select urban reserve sites, this category of sites has multiple and significant constraints to overcome to get to market-readiness. Similar to the other tiers, the number of larger Tier 3 sites is also limited, with three sites that are between 50-99 acres and two 100-plus acre sites.

Nine of the Tier 3 sites (nearly 40%) require aggregation of parcels in separate ownerships. Ownership ranges from two owners for the Woodfold site in Forest Grove (Site 64) and the Davis Family Trust & Taghon site in Cornelius (Site 110) to up to 16 owners for the Coffee Creek site #1 in Wilsonville (Site 33). Five of these nine sites have more than three ownerships. The more owners involved, the more complex and lengthy the aggregation process.

More than two-thirds (15) of the sites in Tier 3 will require some kind of local or state legislative actions such as UGB expansion, annexation, zoning and concept planning to become development-ready. Examples include sites that are outside the current UGB and West Hayden Island, which is inside the UGB but subject to a lengthy planning and annexation process that is likely to include significant mitigation requirements. If approved for development, the West Hayden Island site is at least seven years away from readiness due to permits, mitigation, and infrastructure requirements. There are also two sites on the edge of the UGB with tax lots that are partially inside the UGB and partially outside of the UGB included in this study. This split of urban and rural land creates a legislative challenge as only lots within the UGB are allowed to develop to urban use and intensity. Development to urban intensities includes a prohibition on partitioning of these lots to a size inconsistent with rural land uses and zoning. For the purpose of this study, only the portions of the tax lots inside the UGB are included as a site. Oregon Department of Land Conservation and Development is currently engaged in a process to fix this legislative issue.

Another issue affecting five Tier 3 sites is brownfield contamination. Three of these sites are located in the City of Portland adjacent to the Willamette River Superfund designation and have significant development issues, risk, and uncertainty.

Three of the Tier 3 sites (15%) are currently operating as active quarries with gross site acreage varying from 26 to 85 to 300 acres. These sites have been mined for decades and as a result are significantly sloped due to excavation.

Providing a market perspective on the quality of sites is a major objective of this analysis. Market-readiness requires first and foremost, a willingness to enter into a transaction by the property owner. However, simply a lack of willingness to transact, or a lack of information of a willingness to transact, was not a reason to exclude a site in the inventory. Of the 23 Tier 3 sites, 16 (nearly 70%) either lack a willingness to transact or the information was unable to be determined as part of this study. Slightly over 20% of the Tier 3 sites (four sites) are currently, or could be, available to the general market, as the property owner is willing to enter into a transaction. Only 13% (three sites) are currently listed for sale on the market. Table 5 provides a complete list of the Tier 3 sites.

Table 5: Tier 3 Site Summary

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acreage	Number of Tax lots	Number of Owners	Currently for Sale/Lease	Willing to Transact
2	Time Oil Company	Portland	Multnomah	51.10	39.40	7			Yes
4	ESCO Corp	Portland	Multnomah	37.62	29.92	6	3		N/A
5	Atofina Chemicals INC	Portland	Multnomah	59.76	47.25	6			N/A
7	Port of Portland (West Hayden Island)	Portland	Multnomah	472.00	300.00	3			Yes
10	Port of Portland (SW Quad)	Portland	Multnomah	209.69	206.47	5			Yes
16	Michael Cereghino	Gresham	Multnomah	41.63	25.00	5		S	
17	Port of Portland (Trip - Phase 3)	Fairview	Multnomah	34.14	30.00	1		S/L	
24	Jean Johnson	Gresham	Multnomah	37.17	33.82	1			N/A
25	Lester Jonak Jr.	Gresham	Multnomah	34.19	27.07	1			N/A
26	Michael & Ardele Obrist	Gresham	Multnomah	33.51	33.51	2			N/A
33	Coffee Creek Industrial Area - Site 1	Wilsonville	Washington	89.59	84.70	21	16		No
34	Kennedy/Fitzpatrick/ Vanleeuwen	Wilsonville	Washington	52.88	25.50	3			N/A
35	Tonquin Industrial Area	Tualatin	Washington	49.52	34.32	8	7		Yes
36	Tigard Sand & Gravel Site	Tualatin	Washington	301.08	25.00				No
37	Orr Family Farm LLC	Sherwood	Washington	96.26	77.00	1			No
59	Coffee Creek Industrial Area - Site 2	Wilsonville	Washington	45.07	44.49	12	7		No
60	Coffee Creek Industrial Area - Site 3	Wilsonville	Washington	28.82	26.22	10	6		No
61	Coffee Creek Industrial Area - Site 4	Wilsonville	Washington	46.57	42.37	12	8		No
64	Woodfold-Marco MFG Inc. (East Oak Street)	Forest Grove	Washington	27.67	25.06	2	2		No

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acreage	Number of Tax lots	Number of Owners	Currently for Sale/Lease	Willing to Transact
65	Woodforld-Marco MFG Inc. (West Oak Street)	Forest Grove	Washington	53.66	52.97	5			No
109	Morse Bros. Inc.	Tualatin	Washington	83.68	25.00	7			No
110	Davis Family Trust & Remi Taghon	Cornelius	Washington	49.01	40.21	10	2		Yes/ No
111	Northwest Sand & Gravel Inc.	Unincorporated	Clackamas	26.2	25.10	6	1	S	

Source: Mackenzie

Note: "YES/NO" is for a property with two owners – one willing to transact and one not willing to transact. Additionally, it is assumed that if a property is currently listed for sale or lease, the property owner is willing to transact.

Additional Sites

There are several dozen industrially designated sites that are not included in this inventory update. These sites fall into three categories.

1. The parcel/site is greater than 25 gross acres, but when constraints (environmental or restrictive zoning/overlay) are taken into consideration, the net developable acreage falls below 25 acres. (See Table 6)

2. The parcel/site is owned by a company that is **part of an existing campus/development** and the company has future expansion plans. This vacant land is not currently available to the market for another prospective user. The site is partially vacant but reserved for expansion. (See Table 7)

3. The parcel/site is owned by a company that has **future development plans;** therefore the site is not currently on the market for a prospective user. The site is fully vacant and land banked for new development. (See Table 7)

Although these sites do not appear in the 2014 inventory in this report, they are still an important portion of the region's industrial land supply. Appendix C provides regional maps of these sites.

Sites with Less Than 25 Net Developable Acres

There are 16 parcels and/or sites in this study that have 25 gross acres, but do not have 25 net developable acres. However, these sites are still part of the region's inventory of industrial land as they may be developable for smaller users. These sites are identified in Table 6 below, but are not included in the 2014 inventory because they did not meet the criteria of this study.

Table 6: Parcels or Sites with Less Than 25 Net Developable Acres

Owner	Location	Gross Acreage	Approximate Net Developable Acres	Notes
McCormick & Bassili Investments LLC	Happy Valley (HWY 212 & 162nd)	33.98	7.5	Environmental constraints result in <25 net developable acres – according to Clackamas County
Weaver Russell	Happy Valley (HWY 212 & 162nd)	34.19	3.5	Environmental constraints result in <25 net developable acres – according to Clackamas County
Fazio	Portland (East of NE MLK & Gertz)	34.96	22	Existing drainage ditch bisects site into a 21.5 acre site; net developable acres in largest development parcel is less than 25 acres
Graphic Packaging	North Portland (Marine Drive & Portland)	26.26	2.75	Environmental constraints result in <25 net developable acres
Catellus	Portland (N of Airport and 185th)	31.99	3.5	Environmental constraints result in <25 acres remaining (wetlands and floodplain)
Langer Family	Sherwood (TS Road & Adams)	56.48	< 25	Public utility district overlay on site results in <25 net developable
Orwa Sherwood LLC	Sherwood (T/S Road & Adams)	50.25	6	Bisecting road results in <25 net developable acres
Fred Fields property	Tigard (Hall and Hunziker)	35.6	<25	Environmental constraints result in <25 net developable acres (market/site knowledge)
David Young	Wilsonville (S of Boeckman W of I5)	33.9	0	Significant Resource Overlay Zone environmental constraints – according to City of Wilsonville
Gary Walgraeve	Tualatin (Herman Road & 118th)	54.95	14.5	Environmental constraints result in <25 net developable acres – according to City of Tualatin
Edward Wager	Tualatin (T/S Road & 124th)	32.14	13	Environmental constraints result in <25 net developable acres – according to City of Tualatin
Joe Bernert Tow Inc.	Wilsonville (Wilsonville Road & Boones Ferry)	31.18	13.5	Significant Resource Overlay Zone – according to Wilsonville
Rock Creek aggregate site	Happy Valley (Rock Creek Blvd & SE 172nd Avenue)	25.03	21.04	Slope constraints
Powin Pacific Properties LLC	Tualatin (T/S Road & 115th)	29.47	13.45	Wetlands and stream on site
Port of Portland	Portland (NE 33rd; South of Marine Drive)	28	23	Drainage ditches result in <25 net developable acres
Port of Portland	Portland (South of SW Quad)	67.5	0	Reserved for open space/wetlands mitigation. Land is not greater than 25 net developable acres – according to Port of Portland

Owner	Location	Gross Acreage	Approximate Net Developable Acres	Notes
Port of Portland	Fairview (South of site 17)	100	0	Reserved for open space/wetlands mitigation. Land is not greater than 25 net developable acres – according to Port of Portland
Port of Portland	Troutdale (East of Troutdale Reynolds Industrial Park site 20)	64	0	Reserved for open space/conservation. Land is not greater than 25 net development acres – according to Port of Portland
Xerox (2 parcels)	Wilsonville (East of Interstate5)	95.81	34.1	Remaining 34.1 acres are reserved for future on site environmental mitigation for the Xerox campus and not developable

Source: Mackenzie

User Owned and User Designated Sites

This analysis also excluded land-banked parcels that are owned and held for future expansion by existing regional firms. These parcels are an important part of the regional industrial land inventory, but since they are being held by their current owners for future development, they are not considered to be available to the general market, which is the focus of this study. There are 25 user-owned sites with at a minimum 25 net developable acres that are being held for future development in this study (Table 7). Twelve (12) of these sites are vacant (for future use) with 25 or more net developable acres; and 13 are partially vacant (buildings on site/part of existing campus), but still have a minimum of 25 acres vacant for future expansion.

Table 7: User Owned and User Designated Sites

Owner	Location	Gross Acreage	Vacant Acreage	Vacant: for future use	Partially Vacant: in use	Notes
N Pacific Union Conference Association SDA	Gresham (Foster & Tillstrom)	66.9	66.9	X		Reserved for future use/development
Providence Health	Happy Valley (HWY 212 & 162nd)	49.7	49.7	X		Reserved for future use/development
Intel (Future parking lot)	Hillsboro (Cornell & Cornelius Pass)	47.36	47.36	X		Reserved for future use/development (parking lot)

Owner	Location	Gross Acreage	Vacant Acreage	Vacant: for future use	Partially Vacant: in use	Notes
Legacy Health Services	Hillsboro (Cornell & Cornelius Pass)	28.95	27.3	X		Reserved for future use/development (easement on site)
Intel	Hillsboro (West Union & Cornelius Pass)	72.54	68.4	X		Reserved for future use/development
Port of Portland (PIC WEST)	Portland (NE Alderwood Drive)	69.45	58.96	X		Future relocation site for PDX rental cars
Port of Portland	Troutdale (East of site 17)	34	32.7	X		Vacant; reserved for utility use (substation) – according to Port of Portland
Port of Portland	Hillsboro (NW Evergreen Road)	71.81	67.69	X		Brought into UGB in 2014 with House Bill 4078; reserved for future Hillsboro Airport use (airport restrictions)
Port of Portland	Hillsboro (NW Evergreen Road and 264th)	39.22	34.15	X		Inside Hillsboro Airport fence, and included in FAA Airport Layout Plan; reserved for aviation related development only
Mentor Graphics	Wilsonville (S of Boeckman E of I5)	43.4	43.4	X		Reserved for future use/development - split from main campus by public street; Significant Resource Overlay Zone on site and wetlands
Phight LLC	Tualatin (T/S Road & 118th)	28.8	28.8	X		Reserved for future use/development
BT Property LLC (UPS)	Gresham (NE 185th and NE Portal Way)	51.45	51.45	X		Reserved for future use/development
Clackamas CDA	Clackamas County (I205/82nd)	32.2	32.1		X	Excess land - in use and not available – according to Clackamas County
Great American TVR	Clackamas County (I205/82nd)	49.35	47.5		X	Communication towers and infrastructure on site
State of Oregon (3 parcels)	Clackamas County (I205/Hwy 212)	232	97		X	In use and not available – according to Clackamas County
Nacco Materials Company	Fairview (Marine & Blue Lake Road)	78.7	58.7		X	Excess land; some environmental constraints on site
Microchip Technology (Formally Linde)	Gresham (Glisan & 223rd)	137	75		X	Not available – according to City of Gresham
Mutual Materials	Gresham (Hogan Road)	86.08	56.8		X	Excess land: currently in use

Owner	Location	Gross Acreage	Vacant Acreage	Vacant: for future use	Partially Vacant: in use	Notes
Novellus Systems Inc.	Tualatin (SW Tualatin Road & SW 108th)	58.4	27.46		X	Excess land: currently in use
PGE Portland	Gresham (Powell & E of 182nd)	72.13	62.8		X	Reserved for future use and not available
Genentech (entire campus)	Hillsboro (Evergreen & Brookwood)	75.3	60		X	Reserved for future use and not available
Tokyo Ohka Kogyo	Hillsboro (Evergreen & Brookwood)	38.89	28.5		X	Reserved for future use and not available
Intel (Ronler Acres)	Hillsboro (Shute Road)	111.7	61		X	Reserved for future use and not available
PGE Portland	North Portland (St Helens)	63.1	43.9		X	Excess land currently in use
Cookin (Siltronic)	Portland (St Helens Road)	79.27	38.6		X	Reserved for future use and not available

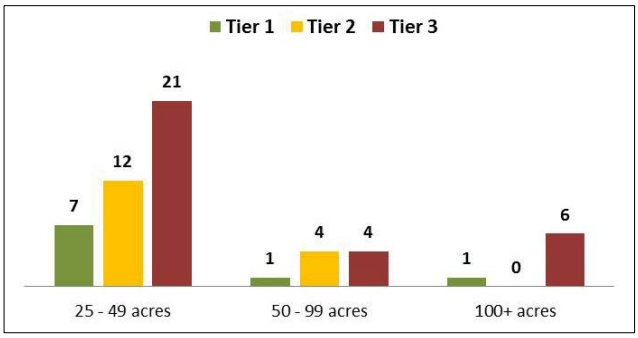
Source: Mackenzie

Changes from 2011 Inventory to 2014 Inventory

Movement In and Out of the Inventory

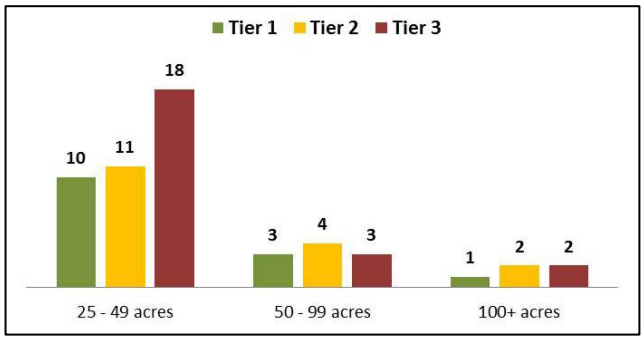
The 2011 inventory included 56 sites, compared to the 2014 inventory of 54 sites. The breakdown among tiers is shown in Figure 5 and 6 below. Nine sites were removed from the inventory, including three sites that are being developed or used for construction staging. Seven sites were added to the inventory. The number of Tier 1 sites has increased by six sites; Tier 2 sites increased by one site; and Tier 3 sites decreased by eight sites. Of the Tier 1 sites, only seven of the sites meet standard development criteria.

Figure 5: 2011 Inventory



Source: Mackenzie

Figure 6: 2014 Inventory



Source: Mackenzie

Movement between Tiers

From 2011 to 2014, there has been significant movement between the tiers. The 2014 update found 11 sites that moved up a tier; five Tier 2 sites became Tier 1 sites and six Tier 3 sites became Tier 2 sites in the 2014 update. The table below shows movement between the tiers in the past two and a half years. The majority of movement between tiers is a result of environmental mitigation and infrastructure investments.

Table 8: Movement in the Inventory

	2014 Inventory	Remain from 2011	Upgraded from 2011	Added Sites in 2014
Tier 1	14	6	5 (previously Tier 2 site)	3
Tier 2	17	8	6 (previously Tier 3 site)	3[24]
Tier 3	23	21	-	2
TOTAL	**54**	**35**	**11**	**7**

Of the 11 sites that moved up a tier:

- Five sites are located in Hillsboro, five sites are located in the East Multnomah County submarket, and one site is located in Portland.
- Six sites are in private ownership and five sites are in public ownership three (3) sites owned by the Port of Portland, one site owned by Mount Hood Community College, and one site owned by Clackamas County Development Agency.

Seven of the 11 sites that moved up a tier required investment in infrastructure and mitigation.

- Two sites moved up a tier due to environmental constraint mitigation.[25]
- Five sites received transportation/infrastructure investments.[26]

[24] One of the three new Tier 2 sites is site number 1 (Port of Portland - Rivergate). In 2011, this was a Tier 1 site; however, due to the listing of the streaked horned lark species, the site requires mitigation and is no longer developable within a 6 month timeframe. Environmental mitigation required is a 7-30 month process which drops the site from Tier 1 to Tier 2.

[25] **Site 13:** Specht Properties and **Site 29:** Clackamas County Development Agency.

[26] **Sites 18 and 19:** Troutdale Reynolds Industrial Park Phase 2, **Site 22:** Gresham Vista Business Park West, and **Sites 50 and 52**: Shute Road North and South.

Additionally, of the 11 sites that upgraded a tier, four were able to do so without significant investment in infrastructure.

- Two of the sites experienced a legislative change, and were taken out of urban reserves and brought into the UGB.[27]
- Two of the sites had a change in the property owner willingness to transact, and therefore were upgraded to Tier 2.[28]

Sites Deleted from the Inventory

Using the methodology developed during the 2011 inventory project, the team removed nine sites, resulting in a total of 54 sites in the June 2014 inventory. The tables below show which 2011 inventory sites are no longer on the inventory with an explanation of why. Between the *2011 and 2014 Regional Industrial Land Inventory Report*, nine sites and approximately 400 estimated net developable acres were removed from the inventory. In contrast, the seven sites added to the 2014 inventory accounted for approximately 240 acres.

Table 9: 2011 Inventory Sites Removed from 2014 Inventory

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acres	Sale/Lease/ Transact (2011)	Development and/or Action
Tier 1 Sites							
11	Port of Portland (PIC East)	Portland	Multnomah	43.50	41.18	L	Currently under construction; results in less than 25 developable acres
44	Intel Corporation	Hillsboro	Washington	31.39	31.39	S	Currently used as a paved/gravel parking lot and staging area for Intel
Tier 2 Sites							
40	Pacific Realty Associates	Tualatin	Washington	26.80	26.80	S/L	Currently under construction; results in less than 25 developable acres
67*	Port of Portland (PIC West)	Portland	Multnomah	69.45	58.96	L	Held by Port of Portland for future relocation of rental cars at PDX[29]

[27] **Site 101:** Vanrose Farms and **Site 104:** Meek Subarea

[28] **Site 23:** Mt. Hood Community College and **Site 47:** Cranford

[29] With passenger volumes increasing to 15 million in 2013, the timeframe for the relocation of the rental cars at Portland International Airport has shortened, necessitating the removal of this site from the inventory.

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acres	Sale/Lease/ Transact (2011)	Development and/or Action
68*	Port of Portland (Hillsboro Airport)	Hillsboro	Washington	39.22	34.15	L	Port of Portland Hillsboro Airport planning has changed, requiring this site for future airport use only
Tier 3 Sites							
6	McCormick & Baxter Creosoting	Portland	Multnomah	42.39	33.39	No	Designated for University of Portland expansion and development (City of Portland approved conditional use master plan)
15*	BT Property LLC (UPS)	Gresham	Multnomah	51.45	49.45	No	Owner has decided to develop site for future use
28	James & Mollie Siri	Happy Valley	Clackamas	26.40	25.26	No	Dedication along SE 172nd results in less than 25 developable acres
100	Holzmeyer Richard Henry	Forest Grove	Washington	111.37	100.12	N/A	Designated from urban reserves to rural reserves during Grand Bargain; no longer eligible to be included in inventory

* This site was removed from the 2011 inventory as it is no longer available to the general market; however, it now appears on Table 7: User Owned and User Designated Sites

Sites Added to the Inventory

Using the methodology developed during the 2011 inventory project, the team found seven new sites to add to the inventory and removed nine sites, resulting in a total of 54 sites in the June 2014 inventory. The table below shows which 2011 inventory sites are no longer on the inventory with an explanation of why. Approximately 240 estimated net developable acres were added in the same time period with seven newly identified sites. The net decrease of large industrial site acreage in the metro-region is an estimated 160 net developable acres.

Table 10: Sites Added to the 2014 Inventory

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acres	Sale/Lease/ Transact (2014)
Tier 1 Sites						
111	Weston Investments and CCF Oregon LLC	Gresham	Multnomah	34.99	26.00	S
113	Henningsen Cold Storage	Forest Grove	Washington	28.57	26.44	Yes
114	Colwood Ltd Partnership	Portland	Multnomah	47.55	39.42	S
Tier 2 Sites						
112	Hally Waworth	Forest Grove	Washington	38.19	36.15	Yes
115	SolarWorld	Hillsboro	Washington	46.23	46.23	S
Tier 3 Sites						
110	Davis Family Trust & Remi Taghon	Cornelius	Washington	49.01	40.21	Yes/No
116	Northwest Sand & Gravel INC	Unincorporated	Clackamas	26.2	21.10	S

2014 Inventory Update Conclusions

The 2014 industrial land inventory analysis finds that Portland metropolitan area's supply of large industrial sites has decreased over the past two and a half years. Supply continues to be most limited for sites of 50 acres or more, consistent with the 2011 inventory. The sites that are available are concentrated in the Columbia Corridor in Multnomah County, Hillsboro, and Wilsonville/Tualatin in Washington County. The location distribution reflects previous local and regional land use planning decisions to maintain a compact regional form.

Larger sites are more complex and take patience to acquire and develop. Parcel aggregation is a key issue to supplying larger sites to the market, affecting 25% of the sites in the inventory.

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 development-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 site's development and that appropriate public investments will be made to move these sites to market.

It is important to note that this inventory is a snapshot in time. As Tier 1 sites are absorbed by the marketplace, the expectation is that Tier 2 sites will continue to move to Tier 1 status and Tier 3 sites will continue to move to Tier 2. The inventory should be updated over time to ensure that the database of market-ready industrial sites is current, helps identify and prioritize required site readiness investments, and supports the region's recruitment and expansion efforts.

The experience of state and regional economic development experts indicates that accomplishing our region's traded-sector industrial retention, expansion, and recruitment strategy depends in part on the availability of an adequate supply of well-located, market-priced, and developable large industrial sites. The inventory can be used as a reference for monitoring and tracking changes of absorption of industrial land in the region, and can also be used by the public sector as the basis for making informed land use and investment decisions around the supply, regulation, and market readiness of industrial lands.

NEXT STEPS

The *2011-12 Regional Industrial Site Readiness* project found that many large industrial sites in the region are not development-ready, impacting the region's ability to meet forecasted job growth requirements[30], and potentially causing the region to miss business growth, recruitment opportunities, and the jobs and payroll they represent. The 2014 inventory update reinforces the importance of continued state and regional focus on the market-readiness of large industrial sites within the region. The well-paying jobs provided by traded-sector industries will help Oregon achieve economic prosperity, reduce income disparity, and secure funding for public services and amenities.

Regional policymakers have acknowledged the importance of a development-ready supply of large industrial sites in local and regional land use planning documents, such as Metro's *2014 Urban Growth Report* and separate local comprehensive plan updates, and should retain a policy focus on identifying and prioritizing funding to move industrial sites within the region to market. In addition to this work, the PMT has identified five next steps that could be helpful in the region and statewide.

Improvements to Regulatory Processes that Reduce Uncertainty for Firms Seeking Sites

Existing permitting processes sometimes add uncertainty and extend development timelines to the extent that targeted industry employers may choose sites in other regions, states, or countries. Options could include alignment of federal, state, regional, and local permitting processes; allowing wetland permitting and mitigation occur prior to identifying a site user; prioritizing technical assistance and funding; and dedication of staff with industrial development expertise within state permitting agencies. In addition, a regional focus on environmental mitigation strategies to support industrial development is appropriate (wetland banks, technical assistance). Although brownfield remediation is an issue, which affects a smaller number of larger industrial sites, industrial to industrial brownfield remediation is a significant challenge facing the region with remediation costs two to four times the sale price of industrial land[31]. Portland Harbor superfund sites have even greater costs challenges and require special focus. The state and region should consider incentives and regulatory relief to move these sites to productive industrial uses.

Expansion of and Support for Existing Business Development Programs

Existing state programs like Industrial Site Certification, Regionally Significant Industrial Areas, Immediate Opportunity Fund, Special Public Works Fund, and the brownfield programs deserve ongoing support and increased funding. Business Oregon and the Metro Regional Solutions Team should continue to collaborate on strategic efforts and prioritize site-specific work, leveraging Business Oregon programs to address the array of infrastructure and development constraints in the region.

Creation and Funding of New Capital and Financial Tools

New or refined tools are needed to address the upfront costs of capital investments for transportation, sewer, water, brownfield cleanup, wetlands mitigation, and site aggregation. Because of the personal income tax benefits that accrue to the state when large firms locate here, the state could play a role in providing upfront capital for industrial land site preparation.

[30] The draft *2014 Metro Urban Growth Report* forecasts 85,000 to 440,000 additional jobs and 300,000 to 485,000 additional people inside the Metro urban growth boundary by the year 2035.

[31] *Metro Brownfield Scoping Project and Portland Brownfield Assessment* – Maul, Foster & Alongi, Inc. 2012.

In 2013, the Oregon Legislature approved enabling legislation for two sources of state funding for industrial site readiness (Senate Bill 246 and Senate Bill 253), but did not provide funding for these programs. To support the region's job growth requirements identified in the draft *2014 Urban Growth Report*, state funding for these two new Industrial Site Readiness Programs should be pursued, including due diligence assessments and forgivable loans to address the broad range of industrial site readiness constraints.

To address the limited supply of larger industrial sites and assembly challenges affecting 25% of sites in the inventory, the region should develop new tools to support the acquisition and aggregation of industrial lands needed for "game changer" traded-sector investments (e.g., Coffee Creek in Wilsonville, North Hillsboro industrial lands). The region should also retain a policy focus on identifying sources of infrastructure funding to meet the region's $21-47 billion[32] in infrastructure funding needs.

Completion of Due Diligence Work on Sites

Continued work on industrial site due diligence (such as identifying needed infrastructure improvements, scoping environmental cleanup, understanding the scale of wetlands, and producing preliminary cost estimates for brownfield and wetland mitigation) will help to remove uncertainty surrounding sites. A relatively small investment in due diligence work could catalyze accelerated site preparation and prioritize scarce funding.

Regular Update of the Inventory and Completion of Follow Up Studies

Since the June 2014 inventory was completed, three Tier 1 sites have been absorbed into the market[33]. Regular updates to this inventory and due diligence on sites could significantly benefit the region's economic development efforts. Statewide application of this methodology could benefit other regions.

[32] *Regional Infrastructure Analysis*, Metro July 2008

[33] **Site 13:** Specht Properties Inc. in Portland; **Site 46:** Development Services of America (Westmark site) in Hillsboro; **Site 114:** Colwood Ltd Partnership in Portland.

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 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.

> "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.

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.

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.*

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/

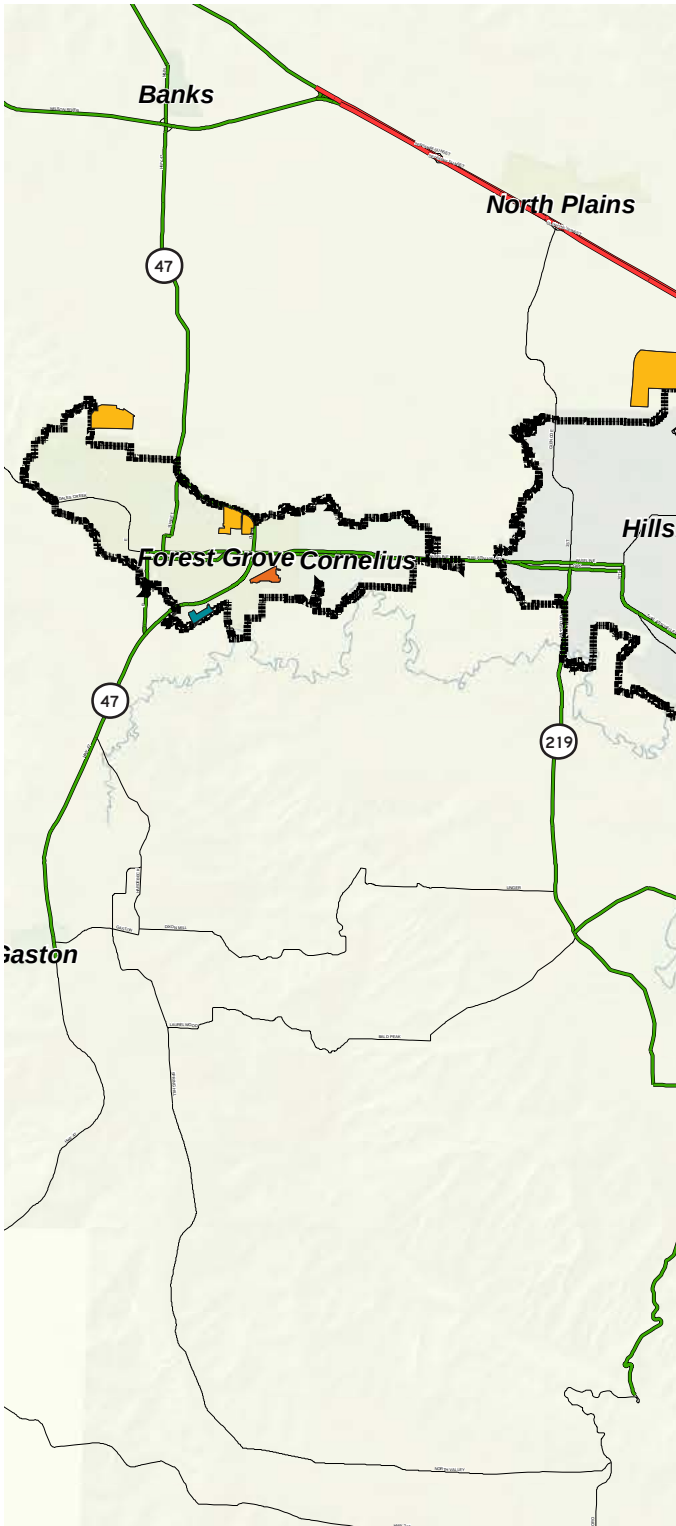
This land inventory analysis provides a snapshot of the industrial land supply inside the Metro UGB and selected urban reserves established in mid-2011. The inventory can be used as a reference for monitoring and tracking changes and absorption of industrial land in the region and can also be used by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

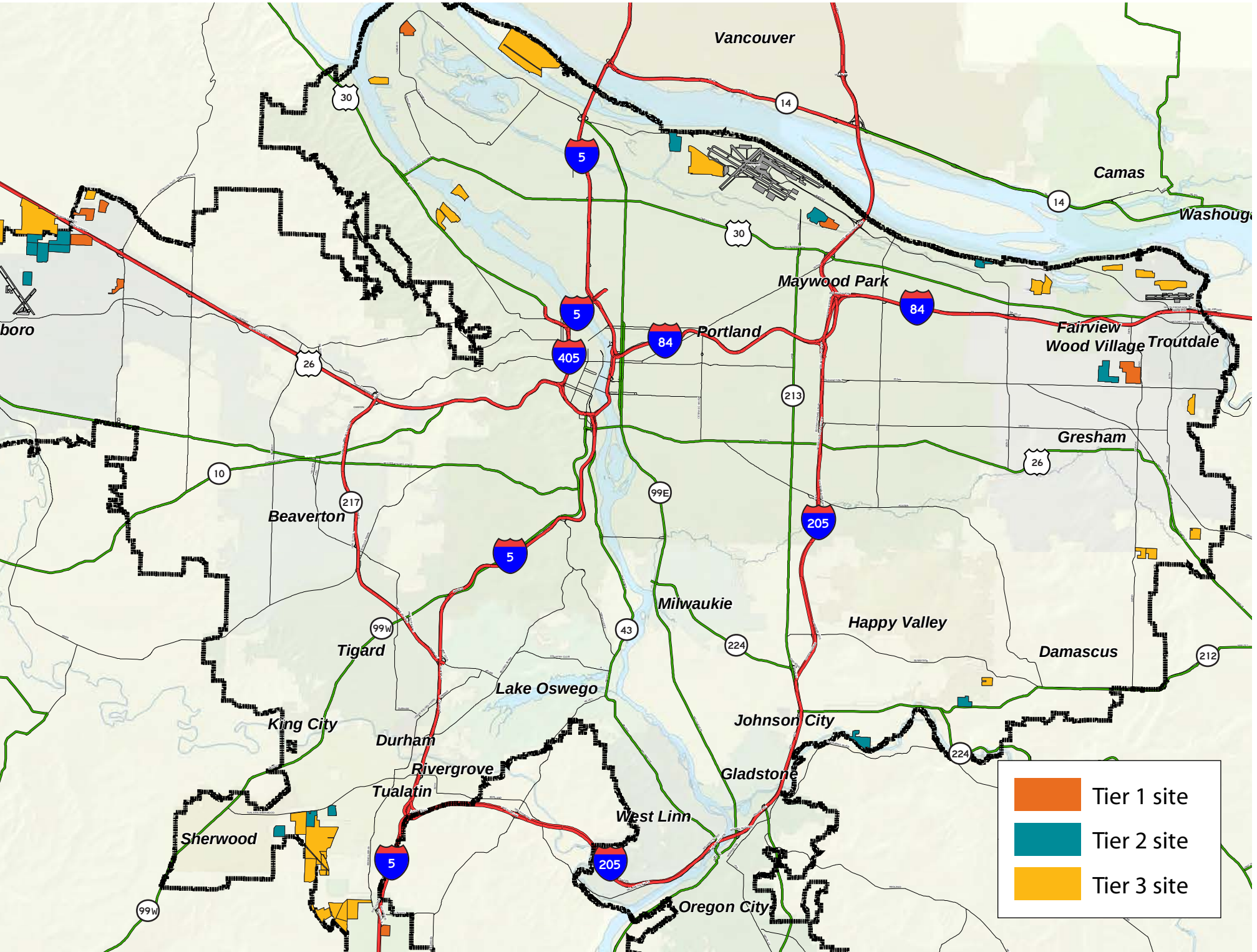
The market-based approach

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.




Vancouver
Camas
Washougal
Maywood Park
Portland
Fairview
Wood Village
Troutdale
Gresham
Beaverton
Tigard
Milwaukie
Happy Valley
Damascus
Lake Oswego
King City
Durham
Rivergrove
Tualatin
Sherwood
West Linn
Johnson City
Gladstone
Oregon City
Tier 1 site
Tier 2 site
Tier 3 site

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

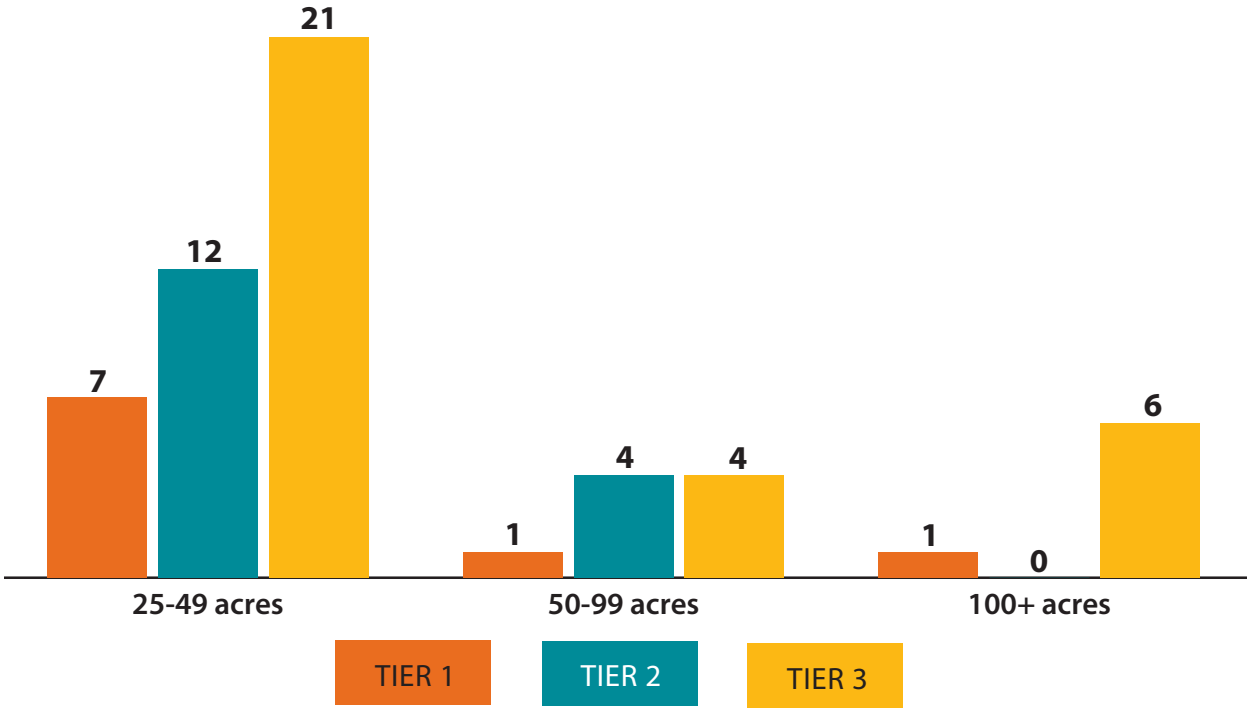


Figure 2: Tier 1 sites that meet development critera

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.

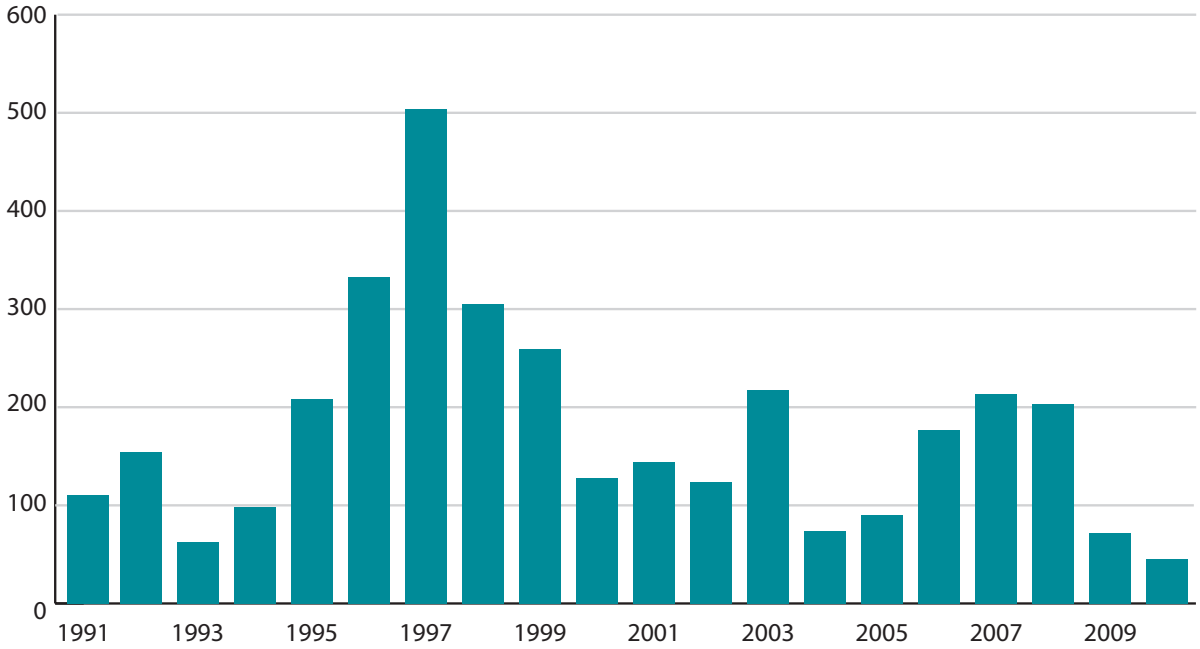
All of these steps can be challenged through the land-use process. Thirty-one of the Tier 2 and 3 sites face multiple challenges. The table to the right shows the variety of challenges faced by sites in the pipeline.

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.

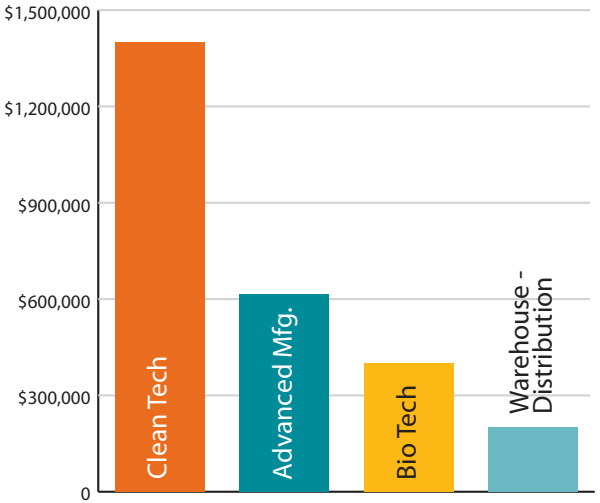
Conclusions

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

business oregon

Metro

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

PORT OF PORTLAND

PORTLAND BUSINESS ALLIANCE
Leading the way

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.

PUBLISHED BY:

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VIA HAND DELIVERY

Metro President Tom Hughes
Metro Councilors
Metro Regional Services
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Metro Ordinance No. 17-1397 (Urban and Rural Reserves)

Dear Council President Hughes and Metro Councilors:

This office represents Metropolitan Land Group, the owner of approximately 38 acres of property in the "Lower Springville Road Area" of Multnomah County. This letter is written in opposition to Metro Ordinance No. 17-1397 ("Ordinance"), which is scheduled for consideration by the Metro Council at today's meeting.

Metro's Ordinance and related findings are deficient for the following reasons:

- Metro's designation of only 23,031 acres of urban reserves is not sufficient to meet the region's employment and population needs over the planning period, resulting in a decision that is inconsistent with applicable reserves administrative rules.

    - Metro's designation of urban reserves is not supported by an adequate factual base because it erroneously relies upon the 2014 Urban Growth Report. That report is based upon flawed reasoning, including the unreasonable projection of urban development of the former city of Damascus and an unreasonable reliance upon the documented economic downturn in the region beginning in 2007.
    - Metro's own findings and evidence state that the designated amount of urban reserve acreage is deficient over the 50-year planning period previously selected by Metro and its regional partners.

- Metro fails to take into account additional factual and legal changes that have occurred since the original adoption of reserves, including the loss of over 3,000 acres of urban reserves in Washington County, disincorporation of Damascus, the loss of Hayden Island for future employment use, and Metro's own documented conclusion that the region lacks an adequate supply of large-lot industrial land. See attached. Taken together, these documented circumstances undermine Metro's conclusion that the proposed supply of urban reserve acreage is adequate.

- The findings erroneously conclude that the proposed urban and rural reserves designations, in their entirety, best achieves livable communities, the viability of the agricultural and forest industries, and protection of the important natural landscape features that define the region for its residents.

  - Contrary to Metro's draft Supplemental Findings, HB 4078, which resulted in a reduction of 3,000 urban reserves acreage, did not, as a matter of law, override or otherwise fulfill Metro and the counties' obligation to apply and demonstrate compliance with the "best achieves" standard.
  - Metro's interpretation and application of the "best achieves" standard is inconsistent with the purpose and intent of SB 1011, the implementing administrative rules, and Metro's own findings given that does not result in adequate supply of needed employment land during the planning period.
  - Metro's conclusion that the "best achieves" standard is met is not supported by an adequate factual base, and the attached documentation further undermines Metro's conclusion.

- Metro's findings are deficient and do not adequately respond to the remand by the Court of Appeals and the Land Conservation and Development Commission because Multnomah County has not reconsidered and re-applied the reserves designation factors to Area 9D and determined the effect of that analysis on the designation of reserves in Multnomah County in its entirety.

Until Metro addresses these issues, the designation of reserves by Metro and the counties will be subject to further legal challenge. Please include a copy of this letter in the official record for this matter. Thank you for your consideration of this testimony.

Very truly yours,

Steven L. Pfeiffer

SJK

Enclosures:

Regional Industrial Site Readiness – 2014 Inventory Update
Land Availability Report: Limited Options (2012)

cc: Mr. Roger Alfred (via email) (w/encls.)
Mr. Ted Reid (via email) (w/encls.)
Client (via email) (w/encls.)

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DESIGN DRIVEN | CLIENT FOCUSED

REGIONAL INDUSTRIAL SITE READINESS

2014 Inventory Update

Submitted
September 2014

Project Number
2110160.03

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Since 1960

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REGIONAL INDUSTRIAL SITE READINESS – 2014 Inventory Update

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APPENDICES

Appendix A: June 2014 Site Inventory Matrix

Appendix B: Regional Industrial Site Readiness 2014 Inventory Update – Site Maps

Appendix C: Regional Industrial Site Readiness 2014 Inventory Update – User Designated and Constrained Site Maps

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EXECUTIVE SUMMARY

This report is an update to the *2011 Regional Industrial Site Readiness Project* of large (25+ acres) industrial sites within the Portland metropolitan area Urban Growth Boundary (UGB) and select urban reserves[1]. The project is a partnership of Business Oregon, Metro, NAIOP - Commercial Real Estate Development Association Oregon Chapter, Oregon Department of Land Conservation and Development, Port of Portland, and the Portland Business Alliance, with cooperation from local governments and private property owners. This update is intended to inform local, regional, and state efforts to ensure an adequate supply of development-ready large industrial sites for traded-sector job creation.

Portland-Metro's Traded Sector, a 2012 Value of Jobs Report issued by Portland Business Alliance, found that on average a traded-sector worker in the Portland metropolitan area earns 42% more than a local-sector worker in the Portland metropolitan region. Promoting traded-sector job creation also spurs the local economy with a multiplier of 2.5 local-sector jobs created for each high-skilled traded-sector job. The production of traded-sector goods (i.e., manufacturing) remains a backbone of Portland metropolitan area's employment. Manufacturing jobs provide higher wages and better benefits than non-manufacturing jobs, particularly for those workers without a high school or college degree. The availability of large and market-ready industrial sites is critical to expanding and attracting traded-sector businesses and growing middle-income jobs key to a prosperous region.

This update intends to:

1. inventory and track changes in the region's large lot industrial site supply;
2. analyze movement of sites from varying states of site readiness;
3. inform policy makers on activity, such as policy changes or infrastructure investments, that have increased the supply and/or readiness of development-ready sites; and
4. support policy and investment decisions required to ensure an adequate supply of development-ready large industrial sites to support economic growth.

The development-readiness tiers used in this inventory are based on those established during the 2011 project:

Tier 1: Development-ready within 180 days of application submittal (i.e., projects can receive all necessary permits; sites can be served with infrastructure and zoned and annexed into the city within this timeframe).

Tier 2: Likely to require 7-30 months to become development-ready.

Tier 3: Likely to require over 30 months to become development-ready.

ACTIONS THAT MADE SITES MORE DEVELOPMENT-READY	
Local and state legislative actions[2]	2
Changes in property owner willingness to transact	2
Environmental constraint mitigation	2
Infrastructure investments	5

Tier 1 sites are the only sites generally considered recruitment-ready for businesses expanding or locating in the Portland region. In a globally competitive environment, businesses increasingly require compressed timelines for

[1] Although this inventory does not include sites within rural areas of these three counties that are outside the UGB and selected urban reserves, these sites are important to the region's economic prosperity.

[2] Legislative actions include Urban Growth Boundary (UGB) expansion, annexation, zoning, and concept planning.

decision making and development. While not considered marketable for most recruitments, Tier 2 could be feasible for expansions of existing businesses and for speculative development for investors. Tier 3 sites are viewed as being non-competitive in the market, and are therefore unavailable for business expansion and recruitment without significant investments, changes in regulatory compliance, or land price discounted by property owners.

Findings

Of the 54 sites in the 2014 inventory:

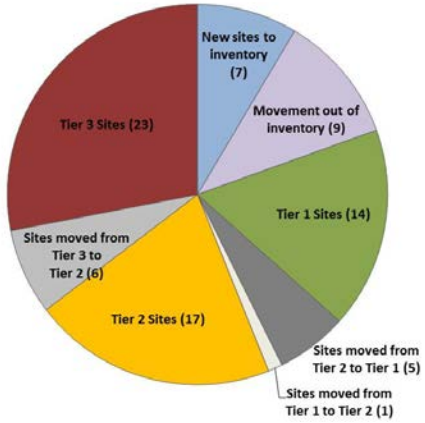
- There are 14 Tier 1 sites; 17 Tier 2 sites; and 23 Tier 3 sites.
- Seven new sites were ***added*** to the inventory since 2011.
- Nine sites were ***removed*** from the inventory since 2011:

ACTIVITY RESULTING IN INVENTORY REMOVAL	
User designated[3]:	1
Program changes[4]:	2
Construction and development:	3
Local and state legislative actions:	3
Total:	**9**

  - Three of these sites are currently being developed and projected to result in $38 million in investments and 416 new jobs when construction is complete[5]; one of the sites is being used as a temporary parking lot[6] for Intel's Ronler Acres Campus expansion.
  - Since this June 2014 inventory was completed, three additional Tier 1 sites have been absorbed in the market[7].

- Five sites moved up from Tier 2 to Tier 1.
- Six sites moved up from Tier 3 to Tier 2.
- Large industrial sites face multiple development constraints, including: required state and local legislative actions[8], inadequate infrastructure and transportation[9], land assembly needs, natural resources mitigation, brownfield remediation, and property owners not willing to transact.

Total Sites and 2011-2014 Inventory Movement



[3] User designated sites are sites owned and held for future expansion of existing regional firms and not available to the general market.

[4] Current property owners have designated these sites to meet long-term operational needs. As a result, these sites are no longer available to the general market.

[5] **Site 11:** Portland International Airport in Portland has two buildings under construction totaling 491,200 square feet with a $28.5 million investment and 141 projected distribution and logistics jobs available in late 2014 (Port of Portland). **Site 40:** Pacific Realty in Tualatin has two buildings under construction totaling 100,000 square feet with a $9.5 million investment and 275 projected distribution and logistics jobs available in 2015 (PacTrust). **Site 44:** Intel Corporation in Hillsboro was previously used as a staging area and is now a temporary parking lot for the D1X and D2X fabrication plants at the Intel Ronler Acres Campus with investment of $1 billion (Intel).

[6] Intel received land use approval for a temporary parking lot until 2023 at which point the property may be redeveloped.

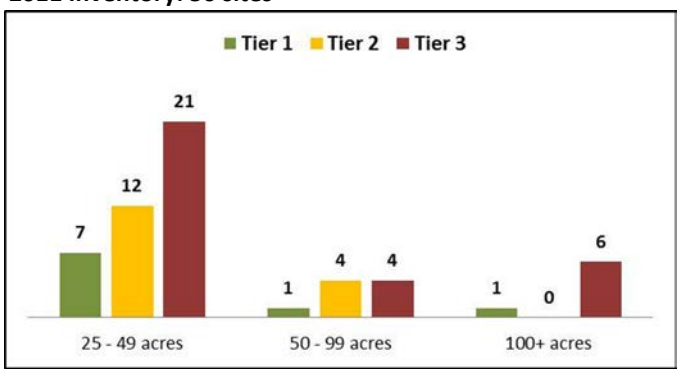
[7] **Site 13:** Specht Properties in Portland; **Site 46:** Development Services of America (Westmark site) in Hillsboro; **Site 114**: Colwood Ltd Partnership in Portland.

[8] Local and state legislative actions include UGB expansion, annexation, zoning, and concept planning.

[9] Infrastructure includes water, sewer, and stormwater utilities.

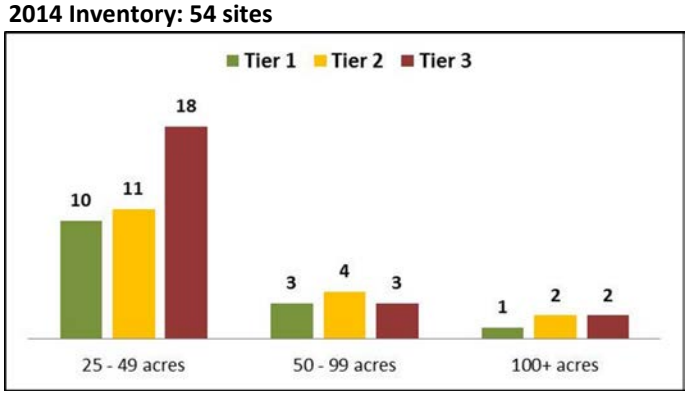
The following charts and tables compare site net developable acreage changes between the 2011 and 2014 inventories.

2011 Inventory: 56 sites



	2011 Inventory	2014 Inventory
Tier 1	9	14
Tier 2	16	17
Tier 3	31	23
Total	**56 sites**	**54 sites**

2014 Inventory: 54 sites



	2011 Inventory	2014 Inventory
25-49 acres	40	39
50-99 acres	9	10
100+ acres	7	5
Total	**56 sites**	**54 sites**

The increase in Tier 1 sites in the 2014 inventory is a result of the addition of three new sites to the inventory[10] and five sites upgraded from Tier 2[11], offset by the market absorption of three Tier 1 sites. Of the 14 Tier sites, only seven have broad market appeal.

Of the 11 sites that moved up a tier, seven sites required investment in infrastructure and mitigation.

- Two sites moved up a tier due to mitigation of environmental constraints.[12]
- Five sites received transportation/infrastructure investments, totaling approximately $39.5 million.[13]

Four of the sites which moved up a tier were able to do so without significant investment in infrastructure.

- Two sites had a change in the property owner's willingness to transact and were upgraded to Tier 2.[14]
- Two sites were taken out of urban reserves and brought into the UGB by House Bill 4078 in 2014.[15]

---

[10] **Site 111:** Weston Investment – an aggregated site; **Site 113**: Henningsen Cold Storage – increased in site acreage due to decision to vacate dedicated right-of-way and building demolition for future development; and **Site 114:** Colwood Ltd Partnership – open space rezoned to industrial.

[11] **Site 13:** Specht Propertlines Inc.; **Site 22:** Port of Portland – GVBP West; **Site 29:** Clackamas County Development Agency; **Site 50:** Shute North; **Site 52:** Shute South.

[12] **Site 13:** Specht Properties and **Site 29:** Clackamas County Development Agency.

[13] **Sites 18 and 19:** Troutdale Reynolds Industrial Park Phase 2 - The Port has expended $2.5M in planning and design to permit the infrastructure for Phase 2. $8 million in regional transportation funding was approved for the local roads, along with a transfer of $6 million in funding from the State-funded Troutdale interchange project and $1.1 million from the City of Troutdale.; **Site 29:** Clackamas County Development Agency - $1.1 million in State Immediate Opportunity Fund and Clackamas County funding was used to improve local road access to the site. An additional $1.8 million in County funds paid for extension of 120th Avenue; **Sites 50 and 52:** Shute Road North and South - $8 million in regional transportation funding and $10 million transfer of I-26/Brookwood interchange savings was used to pay for the construction of nearby local road improvements. The City of Hillsboro contributed $1 million dollars for water infrastructure and planning for sewer line pump station and extension.

[14] **Site 23:** Mt. Hood Community College and **Site 47:** Cranford.

[15] **Site 101:** Vanrose Farms and **Site 104:** Meek Subarea.

Conclusions

- The Portland region's supply of large industrial sites over 25 net developable acres has decreased since 2011.
- There have been positive impacts in site readiness from investments in infrastructure, mitigation and local and state legislative actions. Movement between tiers is largely due to infrastructure investments, and environmental constraint mitigation (7 sites).
- Supply continues to be most limited for larger sites of 50 acres or more.
  - There is only one 100-plus acre Tier 1 site in the region. Larger sites are more complex and take patience to acquire and develop.
- Sites with multiple property owners require aggregation. This is a key issue to supplying larger sites to the market affecting a third of the Tier 2 and Tier 3 sites in the inventory (13 sites).
- There are multiple market-readiness site constraints for other sites in the pipeline.
- Over half of the Tier 2 and Tier 3 sites require local and state legislative actions such as annexation zoning, completion of concept planning, or addition to the urban growth boundary (23 sites).
- Between 40% and 60% of Tier 2 and Tier 3 sites have transportation, infrastructure, and/or environmental mitigation constraints (17-25 sites).
- While brownfield redevelopment affects only six large industrial sites, three industrial sites are located in the Portland Harbor Superfund site which will add significant costs, time, and brownfield redevelopment challenges and require coordinated strategies.
- While investments in infrastructure, changes in ownership willingness to transact, and legislative actions have improved the quality of sites in the inventory, with 11 sites moving closer to market readiness; site readiness is not occurring at a pace sufficient to keep up with demand.[16]

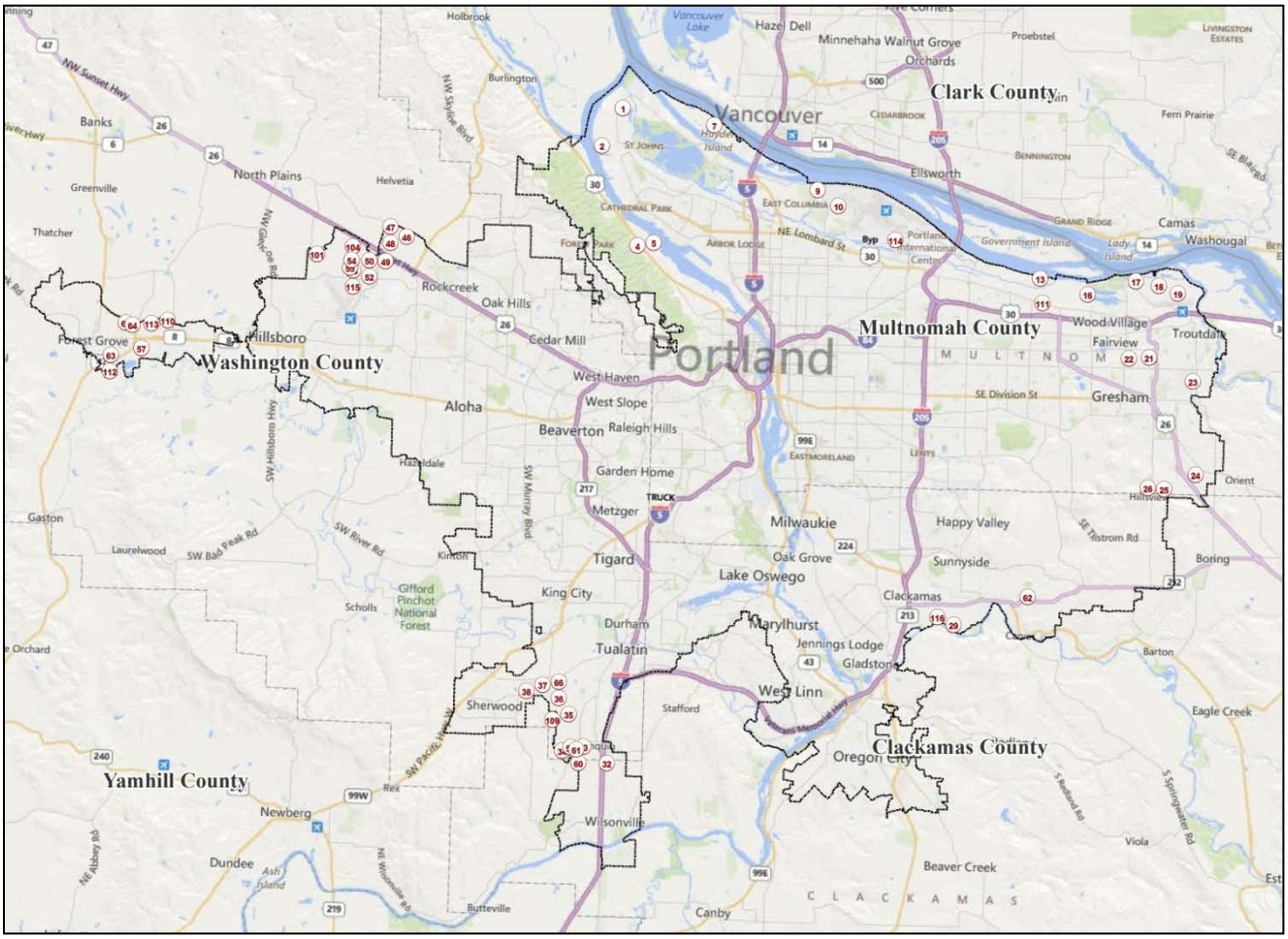
As the economy continues to recover and demand increases due to business growth and investment, additional strategies to increase the continued supply of land will be needed. In order to provide the required land supply to meet projected 2035 population and employment growth within the Metro UGB[17], create middle income jobs to address income disparity, and achieve a sustainable tax base critical to public services[18] , state and regional policymakers must work from an accurate and practical employment land inventory and prioritize policy actions and investments to address industrial site readiness, aggregation, infrastructure, environmental constraint mitigation, legislative actions, and industrial brownfield identification and mitigation. Regular updates to the inventory support the region's traded-sector prosperity and job creation efforts allow tracking of progress in efforts to maintain a supply of sites and help target investments and policy decisions to ensure an adequate supply of development-ready industrial sites. With reduced federal funds, the region will need to be more strategic about investments required to move sites to market ready sites to support these goals.

[16] The inventory shows an overall decrease in the total number acres and total number of sites, and a 26% decrease in Tier 3 sites over the two and a half year period.

[17] The draft *2014 Metro Urban Growth Report* forecasts 85,000 to 440,000 additional jobs and 300,000 to 485,000 additional people inside the Metro urban growth boundary by the year 2035.

[18] State personal income taxes and local property taxes.

Regional Map of Tier 1, 2, and 3 Sites



Note: Additional maps are available in Appendix B of this report. **Source: Mackenzie**

PROJECT SUMMARY

Project Purpose

The *2011-12 Regional Industrial Site Readiness Project* assessed the Portland region's supply of development-ready large industrial sites, a critical part of a strategy to retain and attract traded-sector jobs. *Portland-Metro's Traded Sector*, a 2012 Value of Jobs Report issued by Portland Business Alliance, found that on average a traded-sector worker in the Portland metropolitan area earns 42% more than a local-sector worker in the Portland metropolitan region. In an income tax dependent state such as Oregon, these high wage traded-sector jobs generate more revenue for critical services like schools, health care, and social services than local-sector jobs. Traded-sector jobs have a multiplier effect throughout the economy, with an additional 2.5 local-sector jobs created for each traded-sector job. Manufacturing is the backbone of the Portland metropolitan area's traded-sector employment. Manufacturing jobs provide employment opportunities for those without a high school or college degree. The availability of market-ready industrial lands is critical for growing a prosperous traded-sector economy and middle-income jobs.

Because the Portland region must compete with other metropolitan areas for these traded-sector jobs, it must have an adequate inventory of development-ready large industrial sites for expanding and attracting companies. This report is an update to the 2011 inventory which described the supply and market-readiness of large (25 acres and larger) industrial sites in the Portland metropolitan region[19]. For purposes of this study, only vacant, industrially zoned or planned lands within the Portland metropolitan Urban Growth Boundary (UGB) and select Urban Reserves were analyzed. The 2014 inventory utilized the same methodology that was developed during the 2011-2012 Project.

The original project was conceived partly in response to Metro's *2009 Urban Growth Report*, which identified a shortage of large industrial sites in the region and the need to replenish large industrial sites as they are developed. The original project report was produced by Mackenzie in partnership with Business Oregon, Metro, NAIOP - Commercial Real Estate Development Association Oregon Chapter, Port of Portland, and the Portland Business Alliance whose representatives served as the Project Management Team (PMT).

The 2011 inventory created in Phase 1 of this *Regional Industrial Site Readiness Project* provided a community-wide understanding of the supply of vacant large industrial lands, the time and investment needed to get land development ready, and the severity of development constraints. While the 2011 report and this update are limited in scope to industrial lands within the Metro UGB and urban reserves, several communities have replicated the work for other locations, most notably Clackamas County's county-wide work in 2013-14[20].

Phase 2 of the 2011-12 project analyzed the development readiness of 12 sites, identifying a development scenario, constraints to development, costs for on- and off-site developments, and economic benefits derived from such development. This analysis highlighted the significant economic benefit that would result from development, with a significant share of benefit accruing to the State through personal income taxes. The findings supported the passage of Senate Bills 246 and 253 in 2013, designed to provide State financial assistance for local site readiness and due diligence work.

[19] The Regional Industrial Site Readiness Project examines vacant, industrially-zoned, or planned lands within the Portland metropolitan area's UGB and selected urban reserves that are suitable for large industrial development by new firms moving to the region, development companies who develop business and employment centers, or support the growth of existing firms. 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 general marketplace. Rural areas of Clackamas and Washington counties outside the Metro UGB were not included in this analysis.

[20] http://cmap.clackamas.us/ccss/

As with the 2011 inventory, the 2014 inventory update focuses on the quality of land and how ready it is for development versus the quantity of gross acres. The inventory is intended to be maintained and updated on a regular basis to reflect market changes, development, investments, and actions to move sites to market. It will also help to inform continued local and private sector efforts to increase site readiness, legislative actions to fund the site readiness, and due diligence programs, and Metro's *2014 Urban Growth Report* and 2015 Growth Management Decision. The *Urban Growth Report* assesses the region's long-range industrial site inventory and, as such, has a broader perspective than this inventory, which focuses on site-readiness for short- and medium-term job creation opportunities. The common theme of both the Urban Growth Report and this inventory is that the public and private sectors need to work cooperatively to make sites available for private sector job creation.

The inventory update reflects conditions as of June 2014. Seven new sites have become available to the market and nine sites from the 2011 inventory are no longer available to the market. This report summarizes the findings of the 2014 inventory and highlights changes from the October 2011 inventory to show movement within the market and the impact of recent legislative changes.

2014 INVENTORY

Background on the Update

The 2011 inventory identified available land for traded-sector employment expansion and attraction within the Metro UGB. Since the 2011 inventory was completed, there have been many changes to the inventory, including market activity as shown on Table 9. The PMT initiated this inventory update to reflect those changes and provide data for Metro's *2014 Urban Growth Report*. The PMT recommends future inventory updates on a similar cycle.

The 2014 inventory update assessed sites over 25 net developable acres to identify development-ready sites (Tier 1) and sites that need additional work and investment (Tier 2 and Tier 3). The 2014 inventory update did not analyze the size of investments needed to move Tier 2 and Tier 3 sites to development-ready status. Clackamas and Washington counties are undertaking detailed site assessments using the methodology developed in Phase 2 of the *2011-12 Regional Industrial Site Readiness Project*.

The inventory update provides a database of industrial sites to support the region's economic development efforts. The database lays a foundation for the work of local jurisdictions, Greater Portland Inc., Metro, the Port of Portland, and the State, to grow the region's job base through market absorption of Tier 1 sites, make investments in site readiness, and bring Tier 2 and Tier 3 sites to Tier 1 status.

Mackenzie and the PMT evaluated sites using similar criteria and metrics as companies or developers would use, rather than limiting analysis to existing parcels or tax lots. A site in this inventory could be a single owner parcel or multiple adjacent parcels that can be combined into a single site; combined parcels could include adjacent parcels in the same ownership and/or in multiple ownerships. This update is also important because trends and changes can be examined since the previous inventory, not solely the quantity of land. It assesses legislative actions and market changes to understand the transformation of sites. It is anticipated that in future updates of the inventory additional data points will help identify trends that may further inform policymakers.

Tiering Criteria and the Process to Score the Sites

The tiering system utilized in this inventory update was based on development readiness criteria established during the 2011-2012 project. The tiers are based on industry standards and mirror the recruitment/development timeframe used by the State's Industrial Site Certification Process. The tiers are defined as follows.

Tier 1 Sites have over 25 net developable acres and are development-ready, or can be development-ready, within 180 days (six months). It is anticipated that no, or minimal, infrastructure or brownfield remediation is necessary and that due diligence and entitlements could be provided and/or obtained within this time period. A Tier 1 site does not have a use restriction and is currently on the market for sale or lease, or the ownership is willing to transact within 180 days. Sites in this tier would generally qualify for Business Oregon's Industrial Site Certification program.

Tier 2 Sites have over 25 net developable acres and require additional actions that would take between seven to 30 months to be counted as development-ready. The seven to 30 month timeframe is for sites that are less competitive for expansions and recruitment, but may still be of some interest to more patient users/developers. These sites may have deficiency issues with regard to infrastructure or may require brownfield remediation, annexation, and additional local and state legislative actions that are assumed to take more than six months. Additionally, these sites may have a marine or aviation use restriction that limits, but does not eliminate, their market opportunity. These sites are

currently on the market for sale or lease, or the property owner is willing to transact. If the property owners' willingness to transact is unknown, the site may still be considered a Tier 2 site. Should the site be in multiple ownerships, an agreement to aggregate within 30 months must be in place.

Tier 3 Sites have over 25 net developable acres and require the most cost and time to deliver a development-ready site. Tier 3 sites include those that require 30 months or more to be development-ready and represent the least competitive sites from an expansion, recruitment, or a speculative development perspective. In addition to the criterion for Tier 2, these sites may or may not be currently for sale or lease, or the owner may or may not be willing to transact. In a small number of cases, sites are in Tier 3 because required information was not available at the time this report was published.

Table 1 below shows the tiering criteria developed and used by the PMT and consultant team to tier the sites.

Table 1: Inventory Tiering Criteria

	25 net developable acres	Use Restriction	Brownfield Remediation	Annexation Required	Sewer, Water, & Storm	System Mobility	Currently for Sale or Lease		Willingness to Transact
Tier 1	Within six (6) months	No	No or Within six (6) months (Score of A)	No	A or B	A or B	Yes	***OR***	Yes
Tier 2	Within 7-30 months	Yes or No	Within 7-30 Months (Score of B)	Yes or No	A, B, or C	A, B, or C	Yes	***OR***	Yes or Unknown
Tier 3	>30 months	Yes or No	>30 months (Score of C)	Yes or No	A, B, or C	A, B, or C	Yes or No	***OR***	Yes or No or Unknown

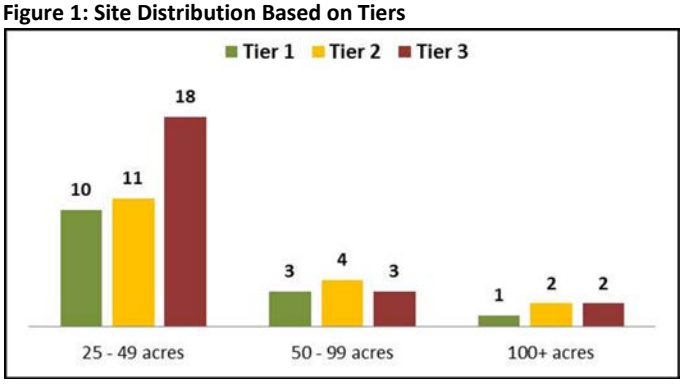
Source: Mackenzie

2014 INVENTORY UPDATE FINDINGS

Development Readiness

Industrial sites in the region are in varying states of readiness, requiring regulatory approvals (development permitting, environmental resource mitigation), local discretionary actions (concept planning, annexation, zoning), infrastructure (sewer, water, transportation), site/property owner aggregation, and brownfield remediation.

Figure 1: Site Distribution Based on Tiers



Source: Mackenzie

The study finds that the region has a limited supply of large industrial land readily available to attract and grow employers needed for the region to prosper, particularly sites of 50 net developable acres or more. Net developable acres are gross acres less wetlands, floodplain, 10%+ slopes, streams, and other development constraints that limit development. Figure 1 represents the findings of the regional inventory as of June 2014.

The study found the following.

14 Tier 1 sites
Available for facility construction within 180 days
There are 14 Tier 1 "market-ready" sites available for development opportunities in the near term, mostly in the 25 to 49 acre range. Tier 1 sites total approximately 650 net developable acres.

17 Tier 2 sites
Available for facility construction between seven and 30 months
Tier 2 mid-term sites require additional investment and policy actions to be market-ready. Of the 17 Tier 2 sites totaling approximately 1,100 net developable acres, four of these sites require property owner assembly.

23 Tier 3 sites
Available for facility construction beyond 30 months
There are multiple challenges to address to bring these 23 Tier 3 sites to market. Investment and actions required to move these sites forward include site aggregation, brownfield remediation, wetland mitigation, transportation/infrastructure improvements, and annexation. Nine of the Tier 3 sites (40%) require property owner assembly. Net developable acres in Tier 3 totals approximately 1,300 acres.

50-plus and 100-plus acre size sites
There is a limited supply of 50-plus and 100-plus acre sites in the Portland region. With respect to 100-plus acre sites, the study found:

- One Tier 1 site: Site 21: Gresham Vista Business Park (owned by Port of Portland)
- Two Tier 2 sites: Site 104: Meek Subarea site and Site 101: Vanrose Farms/Bert & Bernie LLC (Hillsboro)
- Two Tier 3 sites: Site 7: West Hayden Island and Site 10: SW Quad (both owned by the Port of Portland)

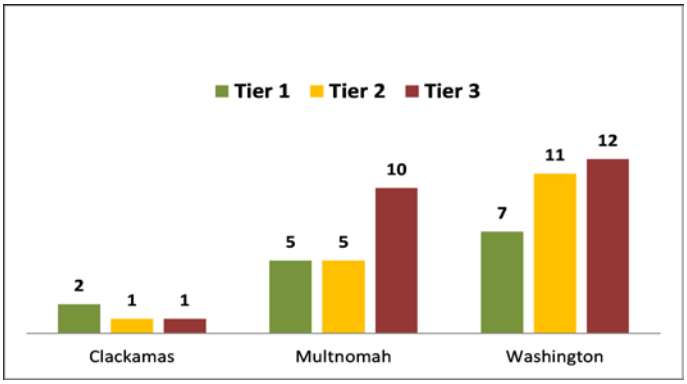
Tier 2 and 3 Development Constraints

There are multiple development constraints impacting the 40 Tier 2 and Tier 3 sites as outlined in the table below. Parcel aggregation is an issue affecting 25% of the sites in the inventory. More than 50% of the Tier 2 and Tier 3 sites require local and state legislative action and 45% of Tier 2 and Tier 3 sites have significant site infrastructure constraints.

Tier 2 and Tier 3 Development Constraints	
Brownfield clean up:	6
Natural Resources:	18
Infrastructure (water, sewer, storm utilities):	17
Transportation:	25
Land Assembly:	13
Local and State Legislative Actions:	23
Willingness to Transact	
No:	10
Unknown:	6

Note: Most sites may have multiple constraints

Figure 2: Distribution of Sites by Location



Source: Mackenzie

Tier 1, 2, and 3 Site Results

The 2014 update is based on the best available public information available to the consultant as of June 2014. The inventory of industrial sites in the Portland region will change over time; as such, this inventory is a snapshot in time. Changes to this inventory update are based on better information, such as wetland delineations; site surveys; property owner conversations; new properties coming on the market; properties in the inventory coming off the market due to transactions; a change in tier status based on investment or other actions; and other issues, such as an increase in property owner willingness to transact or other user designation.

The inventory update identifies 54 large industrial sites in the Metro UGB and selected urban reserves (Figure 2). Of these 54 sites in the inventory, 14 sites (26%) are Tier 1; 17 sites (31%) are Tier 2; and 23 sites (43%) are Tier 3 sites. Many of the Tier 3 sites have significant barriers to market readiness and may not be able to be aggregated as a site at all. The complete inventory of sites detailing all of the data prepared for each site, their location in the region, and their tiers can be found in Appendix A with regional maps found in Appendix B.

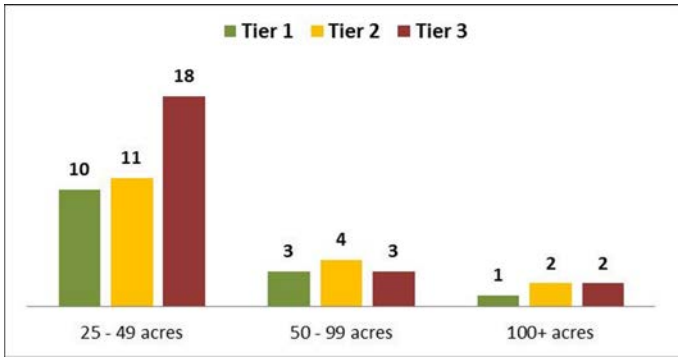
TIER AND SITE DISTRIBUTION BY COUNTY				
Tier/Acres	**Clackamas**	**Multnomah**	**Washington**	**Total**
Absorbed by the Market	**0**	**1**	**2**	**3**
Tier 1	**2**	**5**	**7**	**14**
25-49 acres	2	3	5	10
50-99 acres	0	1	2	3
100+ acres	0	1	0	1

Tier/Acres	Clackamas	Multnomah	Washington	Total
Tier 2	**1**	**5**	**11**	**17**
25-49 acres	1	2	8	11
50-99 acres	0	3	1	4
100+ acres	0	0	2	2
Tier 3	**1**	**10**	**12**	**23**
25-49 acres	1	8	9	18
50-99 acres	0	0	3	3
100+ acres	0	2	0	2
TOTAL	**4**	**20**	**30**	**54**

Tier 1 Sites

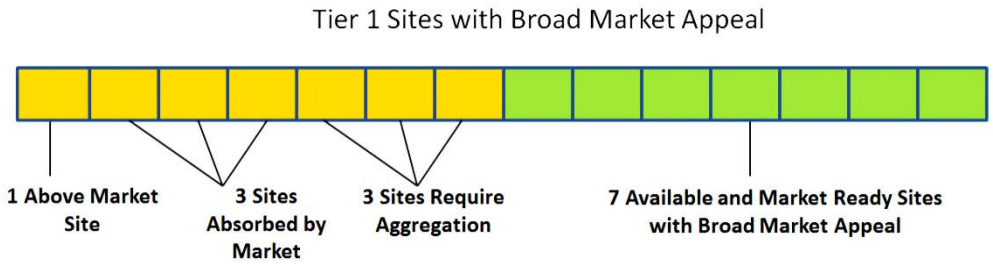
Of the 14 Tier 1 sites, seven are in Washington County, five are in Multnomah County and two are in Clackamas County (Figure 3). The number of larger sites is limited as approximately 70% of the Tier 1 sites are in the 25-49 acre range. There are only three 50-acre sites and one 100-acre site that are Tier 1.

Figure 4: Distribution of Sites by Acreage



Source: Mackenzie

In addition to development-readiness, there are a handful of economic factors that drive the suitability of industrial sites for immediate development. A closer look at the 14 Tier 1 sites (Table 2) reveals that the number of sites attractive to a broad range of potential traded-sector companies is even smaller. Of the 14 Tier 1 sites, there are seven sites that meet standard market requirements. Three sites have multiple owners and a potential user must aggregate these sites themselves. One site is currently for sale at an above market price for industrial development. It is unclear if, or when, the current owner will align the asking price with current industrial market pricing. Three sites that have been absorbed by the market since June 2014[21].



Over 85% of the Tier 1 sites are in Multnomah or Washington County[22]. Because the inventory only includes sites within the Portland metropolitan UGB or select urban reserves, industrial sites located in rural Washington

[21] **Site 13**: Specht Properties in Portland; **Site 46**: Development Services of America (Westmark site) in Hillsboro; **Site 114**: Colwood Ltd Partnership in Portland.

County and Clackamas County, such as Banks, Canby, Sandy, Molalla, and Estacada are not included in this inventory[23]. However, these sites are an important component of the regional economy. Table 3 details the Tier 1 sites.

[22] Approximately 40% of Multnomah County is within the Metro UGB; 17% of Washington County; and 5% of Clackamas County.

[23] http://cmap.clackamas.us/ccss/

Table 3: Tier 1 Site Summary

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acreage	Number of Tax lots	Number of Owners	Currently for Sale/Lease	Willing to Transact
13	Specht Properties Inc.	Portland	Multnomah	28.11	26.52	3		S	
21	Port Of Portland GVBP - East	Gresham	Multnomah	115.98	115.01	5		S/L	
22	Port Of Portland GVBP - West	Gresham	Multnomah	87.79	67.84	3		S/L	
29	Clackamas County Development Agency	Clackamas	Clackamas	61.93	40.00	11		S/L	
32	Ralph & Shirley Elligsen	Wilsonville	Clackamas	33.42	30.20	2		S	
46	Development Services Of America (Westmark Site)	Hillsboro	Washington	30.02	30.02	1		S	
48	Dewayne Wafford (Baker/Bindewald Site)	Hillsboro	Washington	46.06	44.58	1		S	
49	Majestic Realty Company	Hillsboro	Washington	75.11	62.75	9		S/L	
50	Shute North (Berger/Moore Trust/Boyles Trust)	Hillsboro	Washington	73.31	55.00	5	3	S	
52	Shute South (Berger Properties/Moore Trust)	Hillsboro	Washington	42.91	42.91	2	2	S	
57	Merix Corporation	Forest Grove	Washington	34.25	29.71	1		S	
111	Weston Investments and CCF Oregon LLC	Gresham	Multnomah	34.99	26.00	2	2	S	
113	Henningsen Cold Storage	Forest Grove	Washington	28.57	26.44	3			YES
114	Colwood LTD Partnership	Portland	Multnomah	47.55	39.42	1		S	

Note: It is assumed that if a property is currently listed for sale or lease, the property owner is willing to transact. **Source: Mackenzie**

Tier 2 Sites

The analysis found 17 Tier 2 sites within the Metro UGB. The bulk of these sites are in Washington or Multnomah County with only one site in Clackamas County. The number of large sites in Tier 2 is limited, with four sites that are between 50-99 acres and two 100-plus acre sites.

The few large sites in Tier 2 face significant challenges to become market-ready, including the need to build infrastructure (roads and sewer), mitigate wetlands, and assemble parcels currently under multiple ownerships. Many of these sites have multiple development constraints that limit their marketability. The inventory update did not identify specific constraints at each site, but the list of potential constraints includes environmental clean-up, infrastructure upgrades, property owner aggregation, annexation, wetland/floodplain fill. Of the 17 Tier 2

sites, four require aggregation and eight require local and state legislative actions, such as UGB expansion, annexation, zoning, and concept planning.

Generally, the constraints to readiness for Tier 2 sites are less extensive than Tier 3 sites, requiring less time and lower costs than the majority of the Tier 3 sites. Tier 2 sites present the best opportunity to focus resources to bring more sites to market. Table 4 details the Tier 2 sites.

Table 4: Tier 2 Site Summary

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acreage	Number of Tax lots	Number of Owners	Currently for Sale/Lease	Willing to Transact
1	Port of Portland (Rivergate)	Portland	Multnomah	51.44	51.21	4		L	
9	Port of Portland (NE Marine Drive & 33rd Avenue)	Portland	Multnomah	66.74	62.70	1		L	
18	Port of Portland (Trip - Phase 2)	Troutdale	Multnomah	42.67	30.18	3		S/L	
19	Port of Portland (Trip - Phase 2)	Troutdale	Multnomah	80.53	80.34	2		S/L	
23	Mt Hood Community College	Troutdale	Multnomah	38.45	37.40	3			Yes
38	Biles Family LLC	Sherwood	Washington	39.60	30.89	1		S	
47	Julian & Sharon Cranford	Hillsboro	Washington	28.51	27.29	1		S	
54	5305 NW 253RD Avenue LLC	Hillsboro	Washington	38.49	28.59	1			N/A
55	Spokane Humane Society & Spokanimal Care	Hillsboro	Washington	45.49	36.00	1			Yes
56	East Evergreen Site	Hillsboro	Washington	70.74	61.00	9	7	S	Yes
62	Rock Creek Site	Happy Valley	Clackamas	40.83	36.82	5	2	S	Yes
63	Woodburn Industrial Capital	Forest Grove	Washington	26.17	25.01	1		S/L	
66	Kenneth Itel	Tualatin	Washington	46.25	30.25	2			Yes
101	Vanrose Farms and Bert & Bernie LLC	Hillsboro	Washington	271.64	224.83	2	2		Yes
104	Meek Subarea Site	Hillsboro	Washington	268.02	257.42	8	7		Yes
112	Hally Haworth	Forest Grove	Washington	38.19	36.15	2			Yes
115	SolarWorld	Hillsboro	Washington	46.23	46.23	1		S	

Note: It is assumed that if a property is currently listed for sale or lease, the property owner is willing to transact. **Source: Mackenzie**

Tier 3 Sites

The analysis found 23 Tier 3 sites within the Metro UGB and selected urban reserves. While all but one of the Tier 3 sites are inside the UGB or select urban reserve sites, this category of sites has multiple and significant constraints to overcome to get to market-readiness. Similar to the other tiers, the number of larger Tier 3 sites is also limited, with three sites that are between 50-99 acres and two 100-plus acre sites.

Nine of the Tier 3 sites (nearly 40%) require aggregation of parcels in separate ownerships. Ownership ranges from two owners for the Woodfold site in Forest Grove (Site 64) and the Davis Family Trust & Taghon site in Cornelius (Site 110) to up to 16 owners for the Coffee Creek site #1 in Wilsonville (Site 33). Five of these nine sites have more than three ownerships. The more owners involved, the more complex and lengthy the aggregation process.

More than two-thirds (15) of the sites in Tier 3 will require some kind of local or state legislative actions such as UGB expansion, annexation, zoning and concept planning to become development-ready. Examples include sites that are outside the current UGB and West Hayden Island, which is inside the UGB but subject to a lengthy planning and annexation process that is likely to include significant mitigation requirements. If approved for development, the West Hayden Island site is at least seven years away from readiness due to permits, mitigation, and infrastructure requirements. There are also two sites on the edge of the UGB with tax lots that are partially inside the UGB and partially outside of the UGB included in this study. This split of urban and rural land creates a legislative challenge as only lots within the UGB are allowed to develop to urban use and intensity. Development to urban intensities includes a prohibition on partitioning of these lots to a size inconsistent with rural land uses and zoning. For the purpose of this study, only the portions of the tax lots inside the UGB are included as a site. Oregon Department of Land Conservation and Development is currently engaged in a process to fix this legislative issue.

Another issue affecting five Tier 3 sites is brownfield contamination. Three of these sites are located in the City of Portland adjacent to the Willamette River Superfund designation and have significant development issues, risk, and uncertainty.

Three of the Tier 3 sites (15%) are currently operating as active quarries with gross site acreage varying from 26 to 85 to 300 acres. These sites have been mined for decades and as a result are significantly sloped due to excavation.

Providing a market perspective on the quality of sites is a major objective of this analysis. Market-readiness requires first and foremost, a willingness to enter into a transaction by the property owner. However, simply a lack of willingness to transact, or a lack of information of a willingness to transact, was not a reason to exclude a site in the inventory. Of the 23 Tier 3 sites, 16 (nearly 70%) either lack a willingness to transact or the information was unable to be determined as part of this study. Slightly over 20% of the Tier 3 sites (four sites) are currently, or could be, available to the general market, as the property owner is willing to enter into a transaction. Only 13% (three sites) are currently listed for sale on the market. Table 5 provides a complete list of the Tier 3 sites.

Table 5: Tier 3 Site Summary

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acreage	Number of Tax lots	Number of Owners	Currently for Sale/Lease	Willing to Transact
2	Time Oil Company	Portland	Multnomah	51.10	39.40	7			Yes
4	ESCO Corp	Portland	Multnomah	37.62	29.92	6	3		N/A
5	Atofina Chemicals INC	Portland	Multnomah	59.76	47.25	6			N/A
7	Port of Portland (West Hayden Island)	Portland	Multnomah	472.00	300.00	3			Yes
10	Port of Portland (SW Quad)	Portland	Multnomah	209.69	206.47	5			Yes
16	Michael Cereghino	Gresham	Multnomah	41.63	25.00	5		S	
17	Port of Portland (Trip - Phase 3)	Fairview	Multnomah	34.14	30.00	1		S/L	
24	Jean Johnson	Gresham	Multnomah	37.17	33.82	1			N/A
25	Lester Jonak Jr.	Gresham	Multnomah	34.19	27.07	1			N/A
26	Michael & Ardele Obrist	Gresham	Multnomah	33.51	33.51	2			N/A
33	Coffee Creek Industrial Area - Site 1	Wilsonville	Washington	89.59	84.70	21	16		No
34	Kennedy/Fitzpatrick/ Vanleeuwen	Wilsonville	Washington	52.88	25.50	3			N/A
35	Tonquin Industrial Area	Tualatin	Washington	49.52	34.32	8	7		Yes
36	Tigard Sand & Gravel Site	Tualatin	Washington	301.08	25.00				No
37	Orr Family Farm LLC	Sherwood	Washington	96.26	77.00	1			No
59	Coffee Creek Industrial Area - Site 2	Wilsonville	Washington	45.07	44.49	12	7		No
60	Coffee Creek Industrial Area - Site 3	Wilsonville	Washington	28.82	26.22	10	6		No
61	Coffee Creek Industrial Area - Site 4	Wilsonville	Washington	46.57	42.37	12	8		No
64	Woodfold-Marco MFG Inc. (East Oak Street)	Forest Grove	Washington	27.67	25.06	2	2		No

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acreage	Number of Tax lots	Number of Owners	Currently for Sale/Lease	Willing to Transact
65	Woodforld-Marco MFG Inc. (West Oak Street)	Forest Grove	Washington	53.66	52.97	5			No
109	Morse Bros. Inc.	Tualatin	Washington	83.68	25.00	7			No
110	Davis Family Trust & Remi Taghon	Cornelius	Washington	49.01	40.21	10	2		Yes/ No
111	Northwest Sand & Gravel Inc.	Unincorporated	Clackamas	26.2	25.10	6	1	S	

Source: Mackenzie

Note: "YES/NO" is for a property with two owners – one willing to transact and one not willing to transact. Additionally, it is assumed that if a property is currently listed for sale or lease, the property owner is willing to transact.

Additional Sites

There are several dozen industrially designated sites that are not included in this inventory update. These sites fall into three categories.

1. The parcel/site is greater than 25 gross acres, but when constraints (environmental or restrictive zoning/overlay) are taken into consideration, the net developable acreage falls below 25 acres. (See Table 6)

2. The parcel/site is owned by a company that is **part of an existing campus/development** and the company has future expansion plans. This vacant land is not currently available to the market for another prospective user. The site is partially vacant but reserved for expansion. (See Table 7)

3. The parcel/site is owned by a company that has **future development plans;** therefore the site is not currently on the market for a prospective user. The site is fully vacant and land banked for new development. (See Table 7)

Although these sites do not appear in the 2014 inventory in this report, they are still an important portion of the region's industrial land supply. Appendix C provides regional maps of these sites.

Sites with Less Than 25 Net Developable Acres

There are 16 parcels and/or sites in this study that have 25 gross acres, but do not have 25 net developable acres. However, these sites are still part of the region's inventory of industrial land as they may be developable for smaller users. These sites are identified in Table 6 below, but are not included in the 2014 inventory because they did not meet the criteria of this study.

Table 6: Parcels or Sites with Less Than 25 Net Developable Acres

Owner	Location	Gross Acreage	Approximate Net Developable Acres	Notes
McCormick & Bassili Investments LLC	Happy Valley (HWY 212 & 162nd)	33.98	7.5	Environmental constraints result in <25 net developable acres – according to Clackamas County
Weaver Russell	Happy Valley (HWY 212 & 162nd)	34.19	3.5	Environmental constraints result in <25 net developable acres – according to Clackamas County
Fazio	Portland (East of NE MLK & Gertz)	34.96	22	Existing drainage ditch bisects site into a 21.5 acre site; net developable acres in largest development parcel is less than 25 acres
Graphic Packaging	North Portland (Marine Drive & Portland)	26.26	2.75	Environmental constraints result in <25 net developable acres
Catellus	Portland (N of Airport and 185th)	31.99	3.5	Environmental constraints result in <25 acres remaining (wetlands and floodplain)
Langer Family	Sherwood (TS Road & Adams)	56.48	< 25	Public utility district overlay on site results in <25 net developable
Orwa Sherwood LLC	Sherwood (T/S Road & Adams)	50.25	6	Bisecting road results in <25 net developable acres
Fred Fields property	Tigard (Hall and Hunziker)	35.6	<25	Environmental constraints result in <25 net developable acres (market/site knowledge)
David Young	Wilsonville (S of Boeckman W of I5)	33.9	0	Significant Resource Overlay Zone environmental constraints – according to City of Wilsonville
Gary Walgraeve	Tualatin (Herman Road & 118th)	54.95	14.5	Environmental constraints result in <25 net developable acres – according to City of Tualatin
Edward Wager	Tualatin (T/S Road & 124th)	32.14	13	Environmental constraints result in <25 net developable acres – according to City of Tualatin
Joe Bernert Tow Inc.	Wilsonville (Wilsonville Road & Boones Ferry)	31.18	13.5	Significant Resource Overlay Zone – according to Wilsonville
Rock Creek aggregate site	Happy Valley (Rock Creek Blvd & SE 172nd Avenue)	25.03	21.04	Slope constraints
Powin Pacific Properties LLC	Tualatin (T/S Road & 115th)	29.47	13.45	Wetlands and stream on site
Port of Portland	Portland (NE 33rd; South of Marine Drive)	28	23	Drainage ditches result in <25 net developable acres
Port of Portland	Portland (South of SW Quad)	67.5	0	Reserved for open space/wetlands mitigation. Land is not greater than 25 net developable acres – according to Port of Portland

Owner	Location	Gross Acreage	Approximate Net Developable Acres	Notes
Port of Portland	Fairview (South of site 17)	100	0	Reserved for open space/wetlands mitigation. Land is not greater than 25 net developable acres – according to Port of Portland
Port of Portland	Troutdale (East of Troutdale Reynolds Industrial Park site 20)	64	0	Reserved for open space/conservation. Land is not greater than 25 net development acres – according to Port of Portland
Xerox (2 parcels)	Wilsonville (East of Interstate5)	95.81	34.1	Remaining 34.1 acres are reserved for future on site environmental mitigation for the Xerox campus and not developable

Source: Mackenzie

User Owned and User Designated Sites

This analysis also excluded land-banked parcels that are owned and held for future expansion by existing regional firms. These parcels are an important part of the regional industrial land inventory, but since they are being held by their current owners for future development, they are not considered to be available to the general market, which is the focus of this study. There are 25 user-owned sites with at a minimum 25 net developable acres that are being held for future development in this study (Table 7). Twelve (12) of these sites are vacant (for future use) with 25 or more net developable acres; and 13 are partially vacant (buildings on site/part of existing campus), but still have a minimum of 25 acres vacant for future expansion.

Table 7: User Owned and User Designated Sites

Owner	Location	Gross Acreage	Vacant Acreage	Vacant: for future use	Partially Vacant: in use	Notes
N Pacific Union Conference Association SDA	Gresham (Foster & Tillstrom)	66.9	66.9	X		Reserved for future use/development
Providence Health	Happy Valley (HWY 212 & 162nd)	49.7	49.7	X		Reserved for future use/development
Intel (Future parking lot)	Hillsboro (Cornell & Cornelius Pass)	47.36	47.36	X		Reserved for future use/development (parking lot)

Owner	Location	Gross Acreage	Vacant Acreage	Vacant: for future use	Partially Vacant: in use	Notes
Legacy Health Services	Hillsboro (Cornell & Cornelius Pass)	28.95	27.3	X		Reserved for future use/development (easement on site)
Intel	Hillsboro (West Union & Cornelius Pass)	72.54	68.4	X		Reserved for future use/development
Port of Portland (PIC WEST)	Portland (NE Alderwood Drive)	69.45	58.96	X		Future relocation site for PDX rental cars
Port of Portland	Troutdale (East of site 17)	34	32.7	X		Vacant; reserved for utility use (substation) – according to Port of Portland
Port of Portland	Hillsboro (NW Evergreen Road)	71.81	67.69	X		Brought into UGB in 2014 with House Bill 4078; reserved for future Hillsboro Airport use (airport restrictions)
Port of Portland	Hillsboro (NW Evergreen Road and 264th)	39.22	34.15	X		Inside Hillsboro Airport fence, and included in FAA Airport Layout Plan; reserved for aviation related development only
Mentor Graphics	Wilsonville (S of Boeckman E of I5)	43.4	43.4	X		Reserved for future use/development - split from main campus by public street; Significant Resource Overlay Zone on site and wetlands
Phight LLC	Tualatin (T/S Road & 118th)	28.8	28.8	X		Reserved for future use/development
BT Property LLC (UPS)	Gresham (NE 185th and NE Portal Way)	51.45	51.45	X		Reserved for future use/development
Clackamas CDA	Clackamas County (I205/82nd)	32.2	32.1		X	Excess land - in use and not available – according to Clackamas County
Great American TVR	Clackamas County (I205/82nd)	49.35	47.5		X	Communication towers and infrastructure on site
State of Oregon (3 parcels)	Clackamas County (I205/Hwy 212)	232	97		X	In use and not available – according to Clackamas County
Nacco Materials Company	Fairview (Marine & Blue Lake Road)	78.7	58.7		X	Excess land; some environmental constraints on site
Microchip Technology (Formally Linde)	Gresham (Glisan & 223rd)	137	75		X	Not available – according to City of Gresham
Mutual Materials	Gresham (Hogan Road)	86.08	56.8		X	Excess land: currently in use

Owner	Location	Gross Acreage	Vacant Acreage	Vacant: for future use	Partially Vacant: in use	Notes
Novellus Systems Inc.	Tualatin (SW Tualatin Road & SW 108th)	58.4	27.46		X	Excess land: currently in use
PGE Portland	Gresham (Powell & E of 182nd)	72.13	62.8		X	Reserved for future use and not available
Genentech (entire campus)	Hillsboro (Evergreen & Brookwood)	75.3	60		X	Reserved for future use and not available
Tokyo Ohka Kogyo	Hillsboro (Evergreen & Brookwood)	38.89	28.5		X	Reserved for future use and not available
Intel (Ronler Acres)	Hillsboro (Shute Road)	111.7	61		X	Reserved for future use and not available
PGE Portland	North Portland (St Helens)	63.1	43.9		X	Excess land currently in use
Cookin (Siltronic)	Portland (St Helens Road)	79.27	38.6		X	Reserved for future use and not available

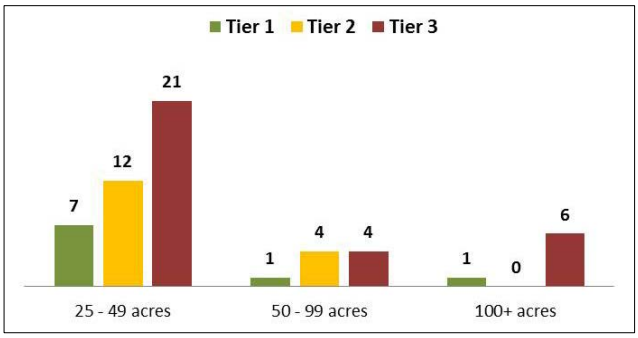
Source: Mackenzie

Changes from 2011 Inventory to 2014 Inventory

Movement In and Out of the Inventory

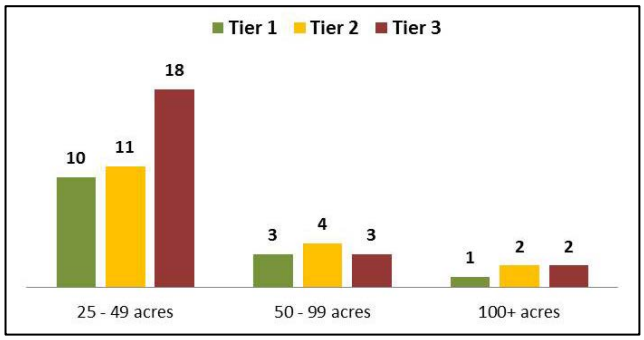
The 2011 inventory included 56 sites, compared to the 2014 inventory of 54 sites. The breakdown among tiers is shown in Figure 5 and 6 below. Nine sites were removed from the inventory, including three sites that are being developed or used for construction staging. Seven sites were added to the inventory. The number of Tier 1 sites has increased by six sites; Tier 2 sites increased by one site; and Tier 3 sites decreased by eight sites. Of the Tier 1 sites, only seven of the sites meet standard development criteria.

Figure 5: 2011 Inventory



Source: Mackenzie

Figure 6: 2014 Inventory



Source: Mackenzie

Movement between Tiers

From 2011 to 2014, there has been significant movement between the tiers. The 2014 update found 11 sites that moved up a tier; five Tier 2 sites became Tier 1 sites and six Tier 3 sites became Tier 2 sites in the 2014 update. The table below shows movement between the tiers in the past two and a half years. The majority of movement between tiers is a result of environmental mitigation and infrastructure investments.

Table 8: Movement in the Inventory

	2014 Inventory	Remain from 2011	Upgraded from 2011	Added Sites in 2014
Tier 1	14	6	5 (previously Tier 2 site)	3
Tier 2	17	8	6 (previously Tier 3 site)	3[24]
Tier 3	23	21	-	2
TOTAL	**54**	**35**	**11**	**7**

Of the 11 sites that moved up a tier:

- Five sites are located in Hillsboro, five sites are located in the East Multnomah County submarket, and one site is located in Portland.
- Six sites are in private ownership and five sites are in public ownership three (3) sites owned by the Port of Portland, one site owned by Mount Hood Community College, and one site owned by Clackamas County Development Agency.

Seven of the 11 sites that moved up a tier required investment in infrastructure and mitigation.

- Two sites moved up a tier due to environmental constraint mitigation.[25]
- Five sites received transportation/infrastructure investments.[26]

[24] One of the three new Tier 2 sites is site number 1 (Port of Portland - Rivergate). In 2011, this was a Tier 1 site; however, due to the listing of the streaked horned lark species, the site requires mitigation and is no longer developable within a 6 month timeframe. Environmental mitigation required is a 7-30 month process which drops the site from Tier 1 to Tier 2.

[25] **Site 13:** Specht Properties and **Site 29:** Clackamas County Development Agency.

[26] **Sites 18 and 19:** Troutdale Reynolds Industrial Park Phase 2, **Site 22:** Gresham Vista Business Park West, and **Sites 50 and 52**: Shute Road North and South.

Additionally, of the 11 sites that upgraded a tier, four were able to do so without significant investment in infrastructure.

- Two of the sites experienced a legislative change, and were taken out of urban reserves and brought into the UGB.[27]
- Two of the sites had a change in the property owner willingness to transact, and therefore were upgraded to Tier 2.[28]

Sites Deleted from the Inventory

Using the methodology developed during the 2011 inventory project, the team removed nine sites, resulting in a total of 54 sites in the June 2014 inventory. The tables below show which 2011 inventory sites are no longer on the inventory with an explanation of why. Between the *2011 and 2014 Regional Industrial Land Inventory Report*, nine sites and approximately 400 estimated net developable acres were removed from the inventory. In contrast, the seven sites added to the 2014 inventory accounted for approximately 240 acres.

Table 9: 2011 Inventory Sites Removed from 2014 Inventory

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acres	Sale/Lease/ Transact (2011)	Development and/or Action
Tier 1 Sites							
11	Port of Portland (PIC East)	Portland	Multnomah	43.50	41.18	L	Currently under construction; results in less than 25 developable acres
44	Intel Corporation	Hillsboro	Washington	31.39	31.39	S	Currently used as a paved/gravel parking lot and staging area for Intel
Tier 2 Sites							
40	Pacific Realty Associates	Tualatin	Washington	26.80	26.80	S/L	Currently under construction; results in less than 25 developable acres
67*	Port of Portland (PIC West)	Portland	Multnomah	69.45	58.96	L	Held by Port of Portland for future relocation of rental cars at PDX[29]

[27] **Site 101:** Vanrose Farms and **Site 104:** Meek Subarea

[28] **Site 23:** Mt. Hood Community College and **Site 47:** Cranford

[29] With passenger volumes increasing to 15 million in 2013, the timeframe for the relocation of the rental cars at Portland International Airport has shortened, necessitating the removal of this site from the inventory.

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acres	Sale/Lease/ Transact (2011)	Development and/or Action
68*	Port of Portland (Hillsboro Airport)	Hillsboro	Washington	39.22	34.15	L	Port of Portland Hillsboro Airport planning has changed, requiring this site for future airport use only
Tier 3 Sites							
6	McCormick & Baxter Creosoting	Portland	Multnomah	42.39	33.39	No	Designated for University of Portland expansion and development (City of Portland approved conditional use master plan)
15*	BT Property LLC (UPS)	Gresham	Multnomah	51.45	49.45	No	Owner has decided to develop site for future use
28	James & Mollie Siri	Happy Valley	Clackamas	26.40	25.26	No	Dedication along SE 172nd results in less than 25 developable acres
100	Holzmeyer Richard Henry	Forest Grove	Washington	111.37	100.12	N/A	Designated from urban reserves to rural reserves during Grand Bargain; no longer eligible to be included in inventory

* This site was removed from the 2011 inventory as it is no longer available to the general market; however, it now appears on Table 7: User Owned and User Designated Sites

Sites Added to the Inventory

Using the methodology developed during the 2011 inventory project, the team found seven new sites to add to the inventory and removed nine sites, resulting in a total of 54 sites in the June 2014 inventory. The table below shows which 2011 inventory sites are no longer on the inventory with an explanation of why. Approximately 240 estimated net developable acres were added in the same time period with seven newly identified sites. The net decrease of large industrial site acreage in the metro-region is an estimated 160 net developable acres.

Table 10: Sites Added to the 2014 Inventory

Site ID	Owner/Site	Location	County	Gross Acres	Net Developable Acres	Sale/Lease/ Transact (2014)
Tier 1 Sites						
111	Weston Investments and CCF Oregon LLC	Gresham	Multnomah	34.99	26.00	S
113	Henningsen Cold Storage	Forest Grove	Washington	28.57	26.44	Yes
114	Colwood Ltd Partnership	Portland	Multnomah	47.55	39.42	S
Tier 2 Sites						
112	Hally Waworth	Forest Grove	Washington	38.19	36.15	Yes
115	SolarWorld	Hillsboro	Washington	46.23	46.23	S
Tier 3 Sites						
110	Davis Family Trust & Remi Taghon	Cornelius	Washington	49.01	40.21	Yes/No
116	Northwest Sand & Gravel INC	Unincorporated	Clackamas	26.2	21.10	S

2014 Inventory Update Conclusions

The 2014 industrial land inventory analysis finds that Portland metropolitan area's supply of large industrial sites has decreased over the past two and a half years. Supply continues to be most limited for sites of 50 acres or more, consistent with the 2011 inventory. The sites that are available are concentrated in the Columbia Corridor in Multnomah County, Hillsboro, and Wilsonville/Tualatin in Washington County. The location distribution reflects previous local and regional land use planning decisions to maintain a compact regional form.

Larger sites are more complex and take patience to acquire and develop. Parcel aggregation is a key issue to supplying larger sites to the market, affecting 25% of the sites in the inventory.

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 development-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 site's development and that appropriate public investments will be made to move these sites to market.

It is important to note that this inventory is a snapshot in time. As Tier 1 sites are absorbed by the marketplace, the expectation is that Tier 2 sites will continue to move to Tier 1 status and Tier 3 sites will continue to move to Tier 2. The inventory should be updated over time to ensure that the database of market-ready industrial sites is current, helps identify and prioritize required site readiness investments, and supports the region's recruitment and expansion efforts.

The experience of state and regional economic development experts indicates that accomplishing our region's traded-sector industrial retention, expansion, and recruitment strategy depends in part on the availability of an adequate supply of well-located, market-priced, and developable large industrial sites. The inventory can be used as a reference for monitoring and tracking changes of absorption of industrial land in the region, and can also be used by the public sector as the basis for making informed land use and investment decisions around the supply, regulation, and market readiness of industrial lands.

NEXT STEPS

The *2011-12 Regional Industrial Site Readiness* project found that many large industrial sites in the region are not development-ready, impacting the region's ability to meet forecasted job growth requirements[30], and potentially causing the region to miss business growth, recruitment opportunities, and the jobs and payroll they represent. The 2014 inventory update reinforces the importance of continued state and regional focus on the market-readiness of large industrial sites within the region. The well-paying jobs provided by traded-sector industries will help Oregon achieve economic prosperity, reduce income disparity, and secure funding for public services and amenities.

Regional policymakers have acknowledged the importance of a development-ready supply of large industrial sites in local and regional land use planning documents, such as Metro's *2014 Urban Growth Report* and separate local comprehensive plan updates, and should retain a policy focus on identifying and prioritizing funding to move industrial sites within the region to market. In addition to this work, the PMT has identified five next steps that could be helpful in the region and statewide.

Improvements to Regulatory Processes that Reduce Uncertainty for Firms Seeking Sites

Existing permitting processes sometimes add uncertainty and extend development timelines to the extent that targeted industry employers may choose sites in other regions, states, or countries. Options could include alignment of federal, state, regional, and local permitting processes; allowing wetland permitting and mitigation occur prior to identifying a site user; prioritizing technical assistance and funding; and dedication of staff with industrial development expertise within state permitting agencies. In addition, a regional focus on environmental mitigation strategies to support industrial development is appropriate (wetland banks, technical assistance). Although brownfield remediation is an issue, which affects a smaller number of larger industrial sites, industrial to industrial brownfield remediation is a significant challenge facing the region with remediation costs two to four times the sale price of industrial land[31]. Portland Harbor superfund sites have even greater costs challenges and require special focus. The state and region should consider incentives and regulatory relief to move these sites to productive industrial uses.

Expansion of and Support for Existing Business Development Programs

Existing state programs like Industrial Site Certification, Regionally Significant Industrial Areas, Immediate Opportunity Fund, Special Public Works Fund, and the brownfield programs deserve ongoing support and increased funding. Business Oregon and the Metro Regional Solutions Team should continue to collaborate on strategic efforts and prioritize site-specific work, leveraging Business Oregon programs to address the array of infrastructure and development constraints in the region.

Creation and Funding of New Capital and Financial Tools

New or refined tools are needed to address the upfront costs of capital investments for transportation, sewer, water, brownfield cleanup, wetlands mitigation, and site aggregation. Because of the personal income tax benefits that accrue to the state when large firms locate here, the state could play a role in providing upfront capital for industrial land site preparation.

[30] The draft *2014 Metro Urban Growth Report* forecasts 85,000 to 440,000 additional jobs and 300,000 to 485,000 additional people inside the Metro urban growth boundary by the year 2035.

[31] *Metro Brownfield Scoping Project and Portland Brownfield Assessment* – Maul, Foster & Alongi, Inc. 2012.

In 2013, the Oregon Legislature approved enabling legislation for two sources of state funding for industrial site readiness (Senate Bill 246 and Senate Bill 253), but did not provide funding for these programs. To support the region's job growth requirements identified in the draft *2014 Urban Growth Report*, state funding for these two new Industrial Site Readiness Programs should be pursued, including due diligence assessments and forgivable loans to address the broad range of industrial site readiness constraints.

To address the limited supply of larger industrial sites and assembly challenges affecting 25% of sites in the inventory, the region should develop new tools to support the acquisition and aggregation of industrial lands needed for "game changer" traded-sector investments (e.g., Coffee Creek in Wilsonville, North Hillsboro industrial lands). The region should also retain a policy focus on identifying sources of infrastructure funding to meet the region's $21-47 billion[32] in infrastructure funding needs.

Completion of Due Diligence Work on Sites

Continued work on industrial site due diligence (such as identifying needed infrastructure improvements, scoping environmental cleanup, understanding the scale of wetlands, and producing preliminary cost estimates for brownfield and wetland mitigation) will help to remove uncertainty surrounding sites. A relatively small investment in due diligence work could catalyze accelerated site preparation and prioritize scarce funding.

Regular Update of the Inventory and Completion of Follow Up Studies

Since the June 2014 inventory was completed, three Tier 1 sites have been absorbed into the market[33]. Regular updates to this inventory and due diligence on sites could significantly benefit the region's economic development efforts. Statewide application of this methodology could benefit other regions.

[32] *Regional Infrastructure Analysis*, Metro July 2008

[33] **Site 13:** Specht Properties Inc. in Portland; **Site 46:** Development Services of America (Westmark site) in Hillsboro; **Site 114:** Colwood Ltd Partnership in Portland.

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 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.

> "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.

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.

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.*

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/

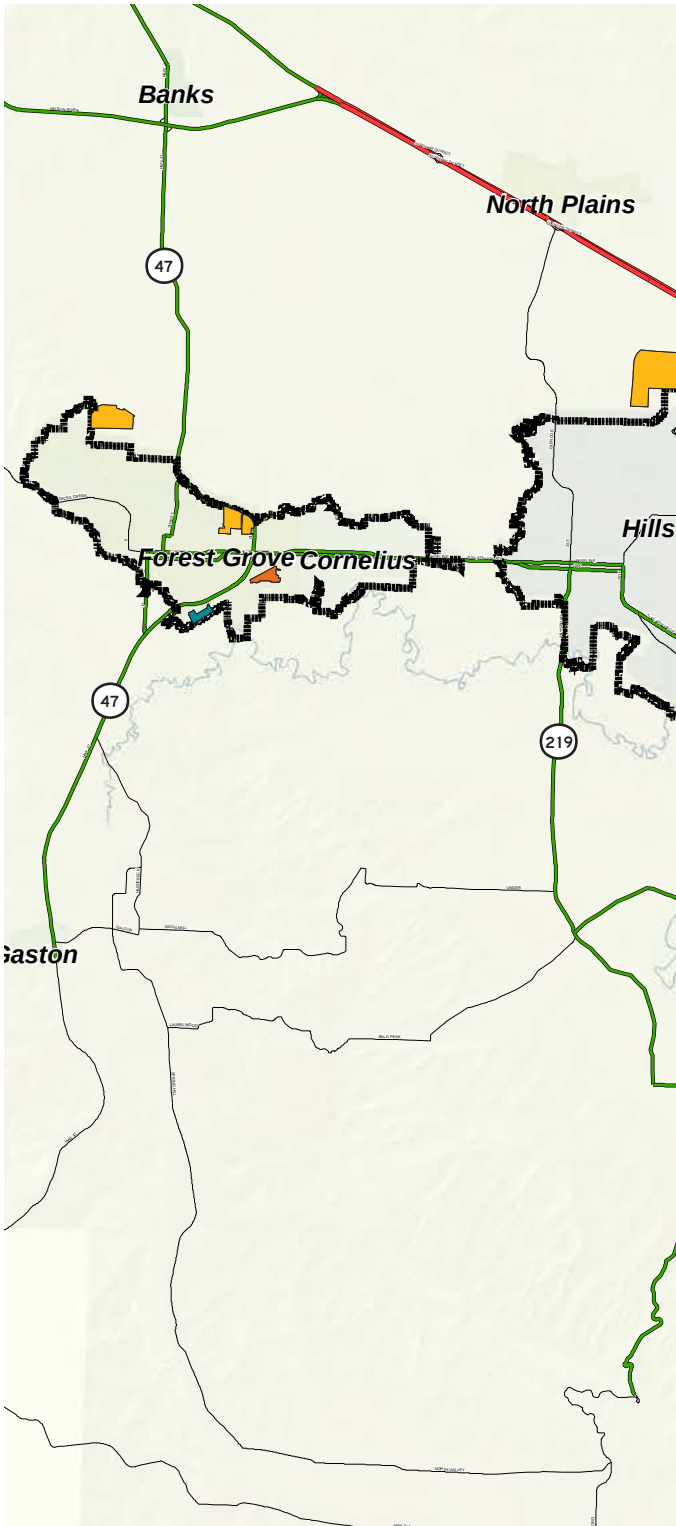
This land inventory analysis provides a snapshot of the industrial land supply inside the Metro UGB and selected urban reserves established in mid-2011. The inventory can be used as a reference for monitoring and tracking changes and absorption of industrial land in the region and can also be used by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

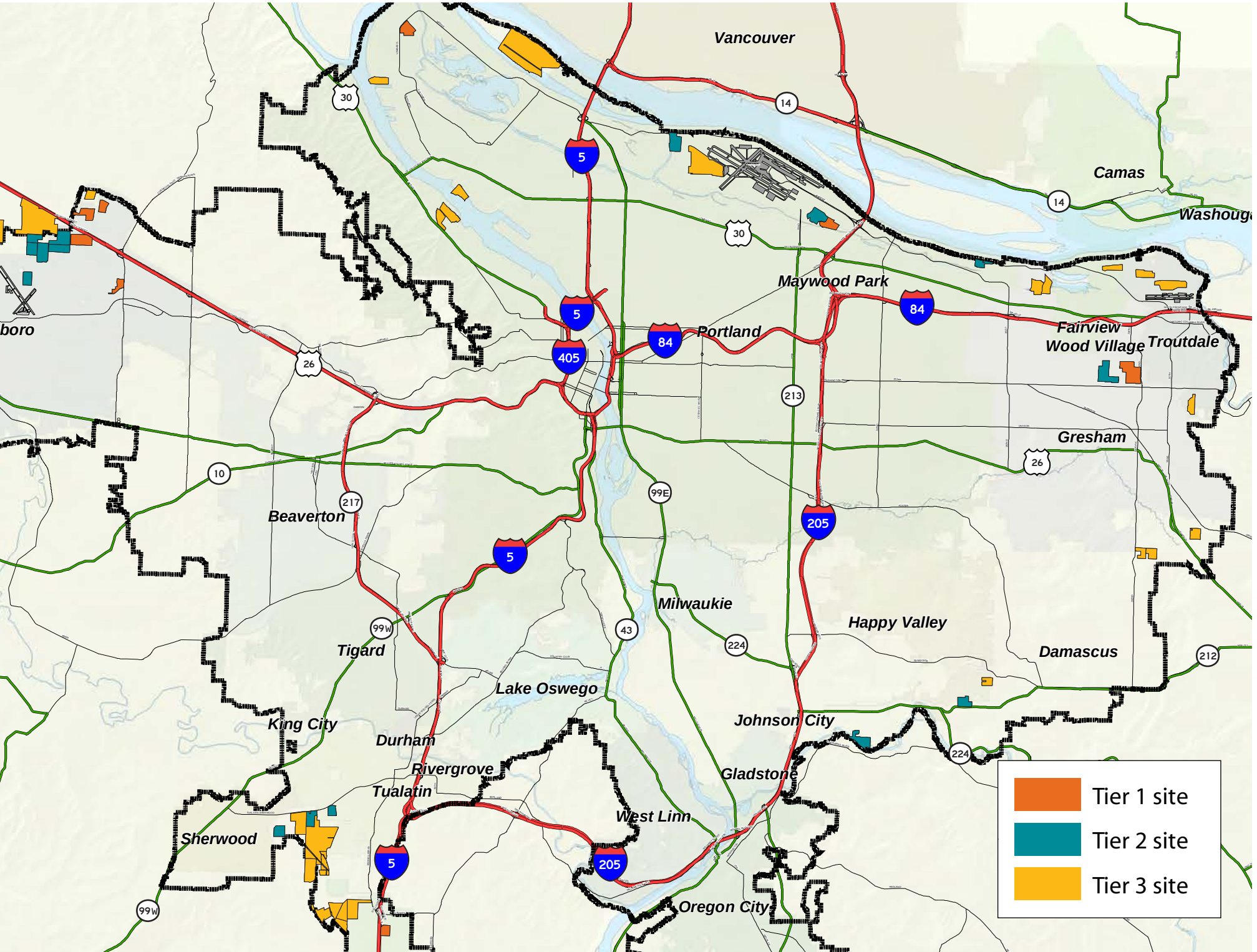
The market-based approach

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.




Vancouver
Camas
Washougal
Maywood Park
Portland
Fairview
Wood Village
Troutdale
Gresham
Beaverton
Tigard
Milwaukie
Happy Valley
Damascus
Lake Oswego
King City
Durham
Rivergrove
Tualatin
Sherwood
West Linn
Johnson City
Gladstone
Oregon City
Tier 1 site
Tier 2 site
Tier 3 site

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

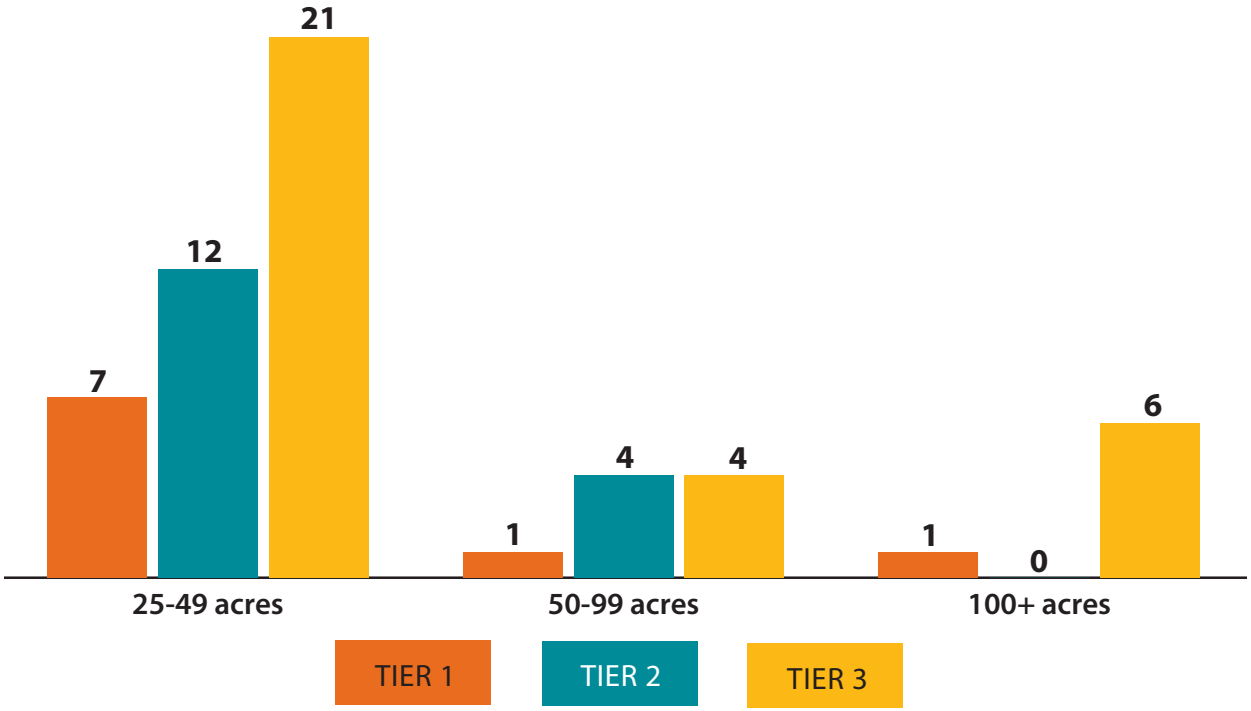


Figure 2: Tier 1 sites that meet development critera

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.

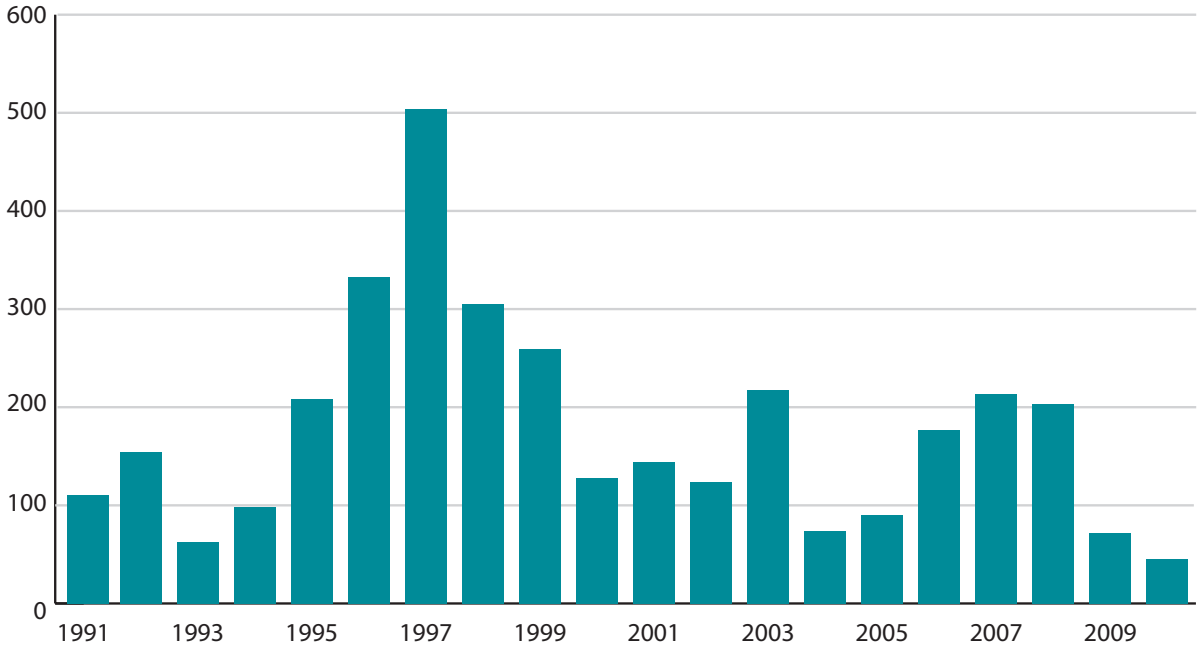
All of these steps can be challenged through the land-use process. Thirty-one of the Tier 2 and 3 sites face multiple challenges. The table to the right shows the variety of challenges faced by sites in the pipeline.

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.

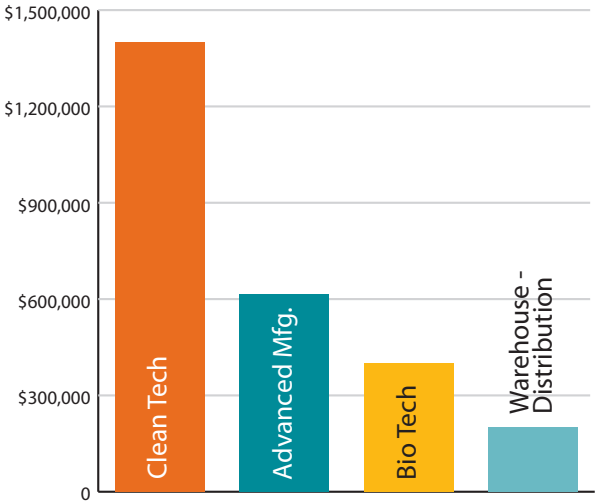
Conclusions

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

business oregon

Metro

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

PORT OF PORTLAND

PORTLAND BUSINESS ALLIANCE
Leading the way

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.

PUBLISHED BY:

PORTLAND BUSINESS ALLIANCE
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CITY ATTORNEY'S OFFICE

March 16, 2017

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

RE: Testimony of the Cities of West Linn and Tualatin on Ordinance No. 17-1397
(Amount of Urban Reserves and Balance of Urban and Rural Reserves)

Dear President Hughes and Metro Councilors:

The City of Lake Oswego agrees with the March 16, 2017, letter submitted by Jeffrey Condit on behalf of the cities of West Linn and Tualatin, and concurs with those cities that the designation of the four Stafford urban reserve areas is not supported by the analysis under the factors, is not needed to support the land need, and will not best achieve livable communities, the viability and vitality of resource industries or protection of important landscape features.

Lake Oswego supports and looks forward to joining negotiations among representatives of the three cities, Metro and Clackamas County toward resolving designation issues.

Sincerely,

David Powell
City Attorney

Tel 503.635.0225 380 A Avenue PO Box 369 Lake Oswego, OR 97034 www.ci.oswego.or.us

STAFF REPORT

IN CONSIDERATION OF THE REMAND BY THE OREGON COURT OF APPEALS AND LCDC REGARDING THE DESIGNATION OF URBAN AND RURAL RESERVES IN THE METRO REGION

Date: February 23, 2017 Prepared by: Roger Alfred, Senior Assistant Attorney

PROPOSED ACTION

Hold a public hearing regarding the remand by the Oregon Court of Appeals and the Land Conservation and Development Commission (LCDC) of urban and rural reserves in the Metro region. The specific purpose of this proceeding is to adopt supplemental findings addressing two state rule requirements that apply to the amount of urban reserves region-wide, and the "balance" of those designations, in light of the Oregon legislature's reduction of urban reserve acreage in 2014 via the "Grand Bargain" (HB 4078), and the Metro Council's adoption of the current Urban Growth Report in 2015. The two applicable state rules are:

1. A requirement that the amount of land designated as urban reserve must be sufficient to accommodate urban growth in the region for between 40 and 50 years after Metro's adoption of the most recent Urban Growth Report; and

2. A requirement that the balance in the designation of urban and rural reserves across the region "best achieves livable communities, the viability and vitality of the agricultural and forest industries and protection of the important natural landscape features that define the region for its residents."

PROCEDURAL SUMMARY

In 2014, the Oregon Court of Appeals issued its opinion in *Barkers Five v. LCDC et al*., remanding to LCDC the joint decision of Metro and the three counties that designated urban and rural reserves around the region. Shortly following the Court of Appeals decision, the Oregon legislature enacted HB 4078, which legislatively adopted revisions to the reserves map and the UGB in Washington County. In 2015, LCDC issued a remand order formally remanding the reserves decision back to Metro, Clackamas County, and Multnomah County for further proceedings and action consistent with the Court of Appeals opinion. In response to the remand regarding the designation of urban reserves in Clackamas County, the Metro Council adopted Ordinance No. 16-1368 on February 4, 2016.

OVERVIEW

A detailed description of the history of urban and rural reserves in the Metro region since the 2007 enactment of Senate Bill 1011 is set forth in the staff report to the Metro Council dated September 30, 2015 regarding Ordinance No. 16-1368. That ordinance and all supporting materials should be re-adopted and incorporated into the record of this proceeding.

The purpose of the current proceeding is neither to revisit the regionally agreed-upon map of urban and rural reserves, nor to reconsider the findings adopted by the Metro Council in 2016 in support of the designation of Stafford and other reserve areas in Clackamas County. Rather, the purpose of this proceeding is to consider two region-wide issues that must be addressed under applicable state rules governing urban and rural reserves:

1. Whether the existing amount of urban reserves across the region is sufficient to accommodate estimated urban growth for between 40 and 50 years after the Metro Council's adoption of the most recent Urban Growth Report in 2015; and

2. Whether the balance of designated urban and rural reserves across the region "best achieves livable communities, the viability and vitality of the agricultural and forest industries and protection of the important natural landscape features that define the region for its residents."

Metro and the three counties considered and addressed these two regional issues in the joint findings supporting the urban and rural reserve designations in 2011. However, two relatively recent occurrences call for reconsideration of these two standards. First, in enacting the "Grand Bargain" legislation (HB 4078) in 2014, the Oregon legislature changed the urban and rural designations of several thousand acres of land in Washington County, resulting in a net reduction of approximately 3,210 acres of urban reserves. Second, the projected 50-year need for urban reserves in 2011 was based on the regional growth forecast set forth in Metro's previous Urban Growth Report (UGR), adopted in 2010. The Metro Council adopted the current UGR in 2015, which provides new residential and employment growth projections for the region. The applicable state rule requires that the estimated need for urban reserve acreage must be based on the analysis in the most recent UGR.

ANALYSIS

A. Amount of Land Designated Urban Reserve in the Metro Region

In 2011, Metro and the three counties adopted ordinances designating a total of 28,256 acres of urban reserves in the Metro region. Later that year, Metro adopted Ordinance No. 11-1264B, which expanded the UGB onto approximately 2,000 acres of urban reserves located in Washington County. In 2014, the Oregon legislature enacted House Bill 4078, which legislatively approved Metro's 2011 UGB expansion, and made the following changes to the reserves map in Washington County:

- Converted 2,449 acres of urban reserves to rural and undesignated
- Converted 417 acres from rural reserve to urban reserve
- Added 1,178 of urban reserve to the UGB

Thus, HB 4078 resulted in the net reduction of 3,210 acres of urban reserves. When combined with urban reserves that were included in the 2011 UGB expansion, the current acreage of urban reserves in the entire Metro region is now 23,031.

The state rules governing the designation of urban and rural reserves require that the amount of land designated as urban reserves must be planned to accommodate estimated urban population and employment growth in the Metro region for between 20 and 30 years beyond the 20-year period for which Metro has demonstrated a buildable land supply inside the UGB in its most recent Urban Growth Report. OAR 660-027-0040(2). The Metro Council adopted the current UGR in December 2015,

In order to update the 50-year need analysis for urban reserves to 2065 by applying the most current growth projections, Metro planning staff has prepared the attached memorandum. That memorandum provides an updated assessment of potential long-term demand for urban reserves, and concludes that the existing 23,031 acres of urban reserves across the region, combined with buildable land already inside the UGB, are an appropriate size for accommodating expected urban growth for between 40 and 50 years.

Specifically, the attached memorandum includes an analysis of projected long-term need for residential, commercial, and employment land, and concludes that there is a potential 50-year demand for 24,827 acres of urban reserves. Assuming an equal amount of urban reserve acreage is converted annually over 50 years, the existing 23,031 acres of urban reserves would provide a 46-year supply of land for urban growth in the Metro region.

No particular formula or methodology is suggested or required under state law for estimating a 50-year need for urban reserves. As explained by LCDC in its 2012 order regarding Metro's compliance with the requirement to provide a 40 to 50-year supply of urban reserves, the statutes and rules provide Metro "a substantial degree of discretion concerning… the methods and policy considerations that Metro uses to project future population and employment." (LCDC Compliance Acknowledgment Order 12-ACK-001819, page 26).

With that in mind, it is important to note that preparing this type of 50-year estimate requires multiple levels of assumptions; therefore, minor changes in the underlying assumptions would necessarily change the results. Metro's ability to precisely forecast growth and development trends 50 years into the future is necessarily limited.

It is also important to recall that the intergovernmental agreements between Metro and each of the three counties regarding the designation of reserves provide for a review of existing urban reserves in each county 20 years after the date of adoption, or sooner if agreed to by Metro and all three counties. Therefore, the adequacy of the amount of land designated for future urbanization can and will be revisited, and additional lands may be added if necessary, much sooner than 2065.

B. Balance in the Designation of Reserves that "Best Achieves" Certain Goals

Included among the state rules governing urban and rural reserves is a requirement that Metro and the counties must explain how the urban and rural reserve designations achieve the following objective:

> "The objective of this division is a balance in the designation of urban and rural reserves that, in its entirety, best achieves livable communities, the viability and vitality of the agricultural and forest industries and protection of the important natural landscape features that define the region for its residents." OAR 660-027-0005(2).

The meaning and application of this rule was the subject of considerable debate in the appeals filed with LCDC in 2011 and with the Court of Appeals in 2012. Ultimately, in the *Barkers Five* opinion, the Court of Appeals agreed with the positions taken by LCDC and Metro that the "best achieves" standard provides significant discretion to Metro and the counties, and is satisfied through their site-specific findings concerning the application of the urban and rural reserve factors. Specifically, the Court of Appeals identified and agreed with the following four legal premises regarding the application of the standard:

First, the best achieves standard is a qualitative standard, rather than a quantitative one. The court agreed with LCDC that the standard "is not a balance in terms of the quantitative *amount* of urban and rural reserve acreage, but a balance between encouraging further urban expansion versus land conservation." The court explained that Metro and the counties are not required to justify a quantitative "balance" in the specific amount of acreage of urban reserves and rural reserves.

Second, the best achieves standard applies to Metro and the counties' designation of reserves "in its entirety" and not to the designation of individual properties or areas as urban or rural reserves.

Third, the best achieves standard allows for a range of permissible designations, and not a single "best" outcome. The court agreed with LCDC and Metro that the standard does not require a ranking of alternative areas from worst to best. The court specifically rejected arguments presented by the cities of West Linn and Tualatin that the word "best" requires a comparative analysis that identifies a single highest-ranked designation.

Fourth, the court held that Metro and the counties must explain how the designation satisfies the best achieves standard through their findings concerning the application of the urban and rural reserve factors to specific areas. The court agreed with LCDC that there is a close relationship between the "factors" that Metro and the counties must consider for urban and rural reserve designations and the overall "best achieves" objective, and that the best achieves standard is satisfied through findings explaining why particular areas were chosen as urban or rural reserves.

Applying the four legal premises identified by the Court of Appeals in *Barkers Five*, it is clear that Metro and the counties have broad discretion in reaching a conclusion regarding whether the region-wide balance of urban and rural reserves achieves the identified objectives of creating livable communities while protecting farms, forest, and natural landscape features.

During the proceedings before LCDC regarding its adoption of the remand order in 2015, several parties argued that the reduction in urban reserve acreage in Washington County via House Bill 4078 necessarily created a shift in the "balance" of urban reserves that runs afoul of the best achieves standard. However, under the above-stated first premise of the Court of Appeals, that is incorrect. The court held that the best achieves standard does not require quantitative balancing of the specific amount of urban reserve acreage in one county or another. Thus, the reduction of urban reserves in Washington County by 3,210 acres does not inherently raise concerns under this standard.

Metro and the counties adopted detailed findings in their decisions in 2011 regarding the consideration of all urban and rural reserve factors, explaining why particular areas were chosen as urban or rural reserves, and explaining how the regional partners came to agree that the overall package of urban and rural reserves reflects a balance that best achieves the objectives of creating livable communities while protecting farms, forest, and natural landscape features. Those findings are consistent with the fourth premise identified by the Court of Appeals regarding compliance with the best achieves standard.

Importantly, Metro and the three counties expressly recognized that the adoption of urban and rural reserves reflect the region's decision regarding the long-term limits of urbanization in the Metro area, as well as its commitment to stewardship of farm and forest, and its respect for the natural landscape features that give the people of the region their sense of place. Urban reserves, if and when added to the UGB, will necessarily take some land from the farm and forest base. However, the regional partners also recognized that some of the same characteristics that make an area suitable for agriculture also make it suitable for livable communities under the best achieves standard, including mixed-use pedestrian and transit-supportive urban development, as well as industrial uses. The region concluded, acting together, that the designations adopted in 2011 will best achieve a balance between livability and protection of farms, forests, and natural features. The prior findings adopted by Metro and the three counties would be re-adopted as part of any decision by the Metro Council resulting from this proceeding, and would be correctly relied upon to support a conclusion that the best achieves standard is still met.

CONCLUSION

The Metro Council will take evidence and testimony at the public hearing on March 2, 2017; at the close of the hearing the Council should continue the hearing to March 16 or March 23 in order to allow sufficient time to accept and consider additional evidence submitted by interested parties and staff.

Attachment 1 to Staff Report

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 22, 2017
To: Metro Council
From: Ted Reid, Principal Regional Planner
Subject: Updated assessment of the amount of Urban Reserves

Background

The DLCD rules governing the designation of urban and rural reserves require that the amount of land designated as urban reserves must be planned to accommodate estimated urban population and employment growth in the Metro region for between 20 and 30 years beyond the 20-year period for which Metro has demonstrated a buildable land supply inside the UGB in its most recent Urban Growth Report (UGR). When urban reserves were designated and adopted by Metro and the three counties in 2010, the analysis was based on urban growth projections in the 2009 UGR, and the amount of land that would be needed for urban reserves was estimated to provide a 50-year supply, ending in 2060. This memorandum provides an update to that analysis based on the most recent UGR, which was adopted in 2015, and estimates urban growth needs in the region out to 2065.

As noted in materials supporting the initial adoption of urban reserves in 2011, the reserves process was purposefully focused on studying the suitability of lands outside the urban growth boundary (UGB) for future urban and rural uses rather than on identification of an exact number of acres required for each. Our ability to forecast growth and development trends 50 years into the future is limited and no mathematical formula or methodology is provided in the reserve statutes or administrative rules for determining the scale of urban reserves. Nevertheless, below is an updated assessment of potential long-term demand for urban reserves demonstrating that – combined with buildable land already inside the UGB – the 23,031 acres of urban reserves are an sufficient for accommodating expected growth for the 2015 to 2065 time period.

Given the long-term nature of this analysis it is appropriate to consider all of its numbers as estimates. To create these estimates, a number of assumptions were made. For instance, this assessment includes assumptions about future housing types and densities and the mix of uses in future UGB expansion areas. Those assumptions are not intended to imply new Metro Council policies.

The 2009 Urban Growth Report (UGR) was previously used as a starting point for estimating the scale for urban reserves. Since that time, the Metro Council adopted – by Ordinance No. 15-1361 – a newer 2014 UGR, which includes the region's most recent, peer-reviewed population and employment forecast and buildable land inventory. The 2014 UGR includes analysis for the 2015 to 2035 planning period, but also includes a forecast through the year 2060. The forecast

is extrapolated out for five more years to produce a fifty-year assessment for the 2015 to 2065 urban and rural reserves planning period.

The current 2014 UGR analysis reflects updated methods as well as updated information. Perhaps most noteworthy, the 2014 UGR was completed after the Great Recession, which is expected to have dampening effect on a long-term growth. The effects of the Great Recession help offset the decrease in urban reserve acreage in Washington County as legislated by HB 4078.

Residential and employment uses are used as categories for estimating demand in this analysis, but they are ultimately combined into a single estimate of potential urban reserve land demand. This is to recognize the inherent uncertainty associated with long-term estimates of this sort. These two analytic categories do not imply land designations for either use.

While the 2014 UGR presented a forecast range, the Metro Council adopted the midpoint of the forecast range for the current 20-year planning period from 2015 to 2035. Therefore, the midpoint forecast is used for these reserve calculations.

Potential residential land demand

Converting the regional population forecast to a household forecast

The 2014 UGR contains a seven-county region population forecast as well as a household forecast. The population forecast is converted into the household forecast by using household size estimates. Average household sizes are expected to decrease over time as fertility rates decrease and the average age of the population increases, making one-and-two-person households more prevalent. Average household size is expected to decrease from 2.61 people per household in 2015 to 2.45 people per household in 2060.

At the midpoint of the forecast range, the number of households in the seven-county area is expected to increase by 507,300 between 2015 (898,700 households) and 2060 (1,406,000 households). The forecast estimates an increase of 6,550 households per year in the final 10-year period (2050 to 2060) of the forecast. For the purposes of this assessment, that 6,550 household-per-year increase is extrapolated out five more years, through the year 2065, leading to an estimated 1,438,750 total households in the seven-county area by the year 2065. This amounts to an increase of 540,050 households in the seven-county area between 2015 and 2065.

Portion of seven-county household forecast likely to locate in Metro UGB ("capture rate")

Not all of the larger seven-county area's household growth will happen in the Metro UGB. The 2014 UGR estimated that, in the 2015 to 2035 time period, 72.1 percent of the additional households in the seven-county area would locate within the Metro UGB. That same 72.1 percent "capture rate" is assumed here through the year 2065, amounting to approximately 389,375 additional households inside the Metro UGB from 2015 to 2065.

Vacancy rate

The vacancy rate is the percent of dwelling units that are expected be vacant at any given moment to allow people to move from residence to residence. The 2014 UGR assumed a future vacancy rate of 4 percent. That same assumption is used here, effectively increasing the 2015 to 2065 UGB housing demand by 15,575, from 389,375 to 404,950 housing units.

2015 seven-county households	898,700
2065 seven-county households (midpoint of range)	1,438,750
2015 – 2065 additional seven-county households	540,050
2015 – 2065 Metro UGB household demand (72.1 percent capture)	389,375
Additional dwelling units needed to achieve 4 percent vacancy rate (Metro UGB, 2015 – 2065)	15,575
Total new dwelling unit demand (Metro UGB, 2015 – 2065)	404,950

Demand by housing type

Currently, about two-thirds of the region's housing is single-family housing. Though the Metro Council does not have any adopted policy on the share of new housing that will be multifamily versus single-family, a shift towards more multifamily housing will be required to make more efficient use of land and for cities in the region to comply with the state's Metropolitan Housing Rule. The Metropolitan Housing Rule requires that cities in the Metro region plan for at least half of their growth capacity to be for multifamily housing or single-family attached housing. To represent that requirement and demographic shifts towards smaller households, this analysis assumes that half of new housing from 2015 to 2065 will be multifamily housing. This assumption does not constitute or imply a Metro Council policy.

Total new dwelling unit demand (Metro UGB, 2015 – 2065)	404,950
New single-family dwelling if 50 percent share (Metro UGB, 2015 – 2065)	202,475
New multifamily dwelling demand if 50 percent share (Metro UGB, 2015 – 2065)	202,475

Existing residential capacity inside the UGB

The buildable land inventory in the 2014 UGR found that there was long-term growth capacity inside the UGB for approximately 113,225 additional single-family homes and 274,110 additional multifamily homes.

Potential residential demand for urban reserves

There is adequate existing multifamily capacity inside the UGB to accommodate anticipated multifamily demand for the 2015 to 2065 time period.

Existing multifamily dwelling unit capacity inside Metro UGB	274,110
New multifamily dwelling unit demand if 50 percent share (Metro UGB, 2015 – 2065)	202,475
Multifamily dwelling unit demand for urban reserves	-

However, during the same time period, demand for single-family housing is expected to exceed single-family capacity inside the UGB. This results in potential demand for 89,250 single-family homes in urban reserves.

Existing single-family dwelling unit capacity inside Metro UGB	113,225
New single-family dwelling unit demand if 50 percent share (Metro UGB, 2015 – 2065)	202,475
Single-family dwelling unit demand for urban reserves	89,250

Converting housing demand into acreage

The number of urban reserve acres needed to accommodate 89,250 single-family homes will depend on future density requirements. The Metro Council does not have an adopted policy on densities for future UGB expansion areas. It is expected that the Council will place density conditions on future expansions when they expand the UGB. A typical expectation in past UGB expansion areas has been 10 to 15 units per net buildable acre. This analysis assumes densities at the lower end of that range to determine if the number of acres of urban reserves will be sufficient to accommodate anticipated household growth, while also providing the Metro Council with flexibility to work with cities to determine appropriate densities for expansion areas on a case-by-case basis.

At 10 units per net acre, 89,250 single-family homes would require 8,925 net buildable acres of urban reserves. In reality, some of these units would be multifamily or attached single-family housing to achieve desired community balance. However, this analysis does not attempt to arrive at that level of planning detail. This assumption does not constitute or imply a Metro Council policy.

Because of environmental constraints as well as needs for future streets, sidewalks, parks and schools, not all acres of urban reserve land will be buildable. The original urban reserves analysis assumed that 45 percent of urban reserve land will be buildable after accounting for those constraints. Applying that same gross-to-net acreage assumption, results in potential residential demand for 19,834 gross acres of urban reserves (8,925 net acres, divided by .45 = 19,834 gross acres).

Residential (dwelling unit) demand for urban reserves	89,250
Net acres of residential demand for urban reserves (assuming 10 units per net acre)	8,925
Gross acres of residential demand for urban reserves (assuming 45% gross-to-net)	19,834

Potential employment land demand

Estimating long-term employment land needs is highly speculative – more so than estimating residential needs. Among other factors, changes in technology, global economic conditions, international relations, monetary policies, education policies and costs, competition with other regions, land prices and redevelopment trends, as well as infrastructure investment will influence employment trends and land needs.

The 2014 UGR uses methods that, while appropriate for a 20-year planning period, would imply too much precision if used for the longer-term reserves time horizon. For instance, the 2014 UGR contains assumptions about:

- The share of employment in different sectors that will locate in different building types; and,
- How many square feet per employee will be needed in different building types; and,
- The intensity of development (floor-area-ratios) for different building types.

Commercial employment

The 2014 UGR handles commercial and industrial employment needs separately. Commercial employment tends to locate in central locations or along transportation corridors close to where people live. For this reason, this analysis assumes that additional redevelopment and infill – beyond what is estimated in the 2014 UGR – would happen inside the existing UGB to create space to accommodate most long-term commercial employment growth.

As a matter of good planning practice, it generally would make no sense to locate additional commercial acreage on the urban edge unless that development served nearby areas or were integrated into a new mixed-use development. To the extent this analysis estimates urban reserve needs for commercial employment land, it is tied to the previous estimates of residential land demand with the idea that any commercial employment in urban reserve areas would be planned as mixed-use centers or commercial nodes that serve nearby residential areas.

The mix of commercial employment in future UGB expansion areas will be determined in city-led concept plans and will likely vary considerably depending on local conditions. Past UGB expansion areas show this variability. Some past expansions have little land area devoted to commercial development while others incorporate mixed-use centers or commercial nodes. For long-term estimation purposes, this analysis assumes that for every one hundred gross acres of residential demand for urban reserves, there is additional demand for five gross acres for commercial employment. This analysis indicates potential demand for 19,834 gross acres of urban reserve for residential purposes. Five percent of 19,834 acres results in an estimated commercial employment demand for approximately 992 gross acres.

Gross acres of residential demand for urban reserves (2015 – 2065)	19,834
Assume 5 percent additional demand for commercial employment in urban reserves	992
Gross acres of commercial employment demand for urban reserves (2015 – 2065)	992

Industrial employment

Industrial employment does not typically get integrated into residential development like commercial employment does, so there are fewer urban form questions to grapple with when coming up with an estimate of long-term land demand. However, there is still significant uncertainty regarding long-term employment and development trends for industrial uses. To recognize this uncertainty and to avoid implying false precision, this analysis simply projects the 2014 UGR's estimated annual industrial land demand out through the year 2065. At the

midpoint of the forecast range, the 2014 UGR estimated that there would be demand for 3,778 net buildable acres of industrial land from the year 2015 to the year 2035. This amounts to an annual demand of 189 net acres. Extrapolated out from 2015 to 2065, this amounts to potential 50-year demand for 9,445 net acres for industrial employment.

The 2014 UGR found that there are 7,271 net buildable acres of industrial employment land inside the UGB. For the 2015 to 2065 planning period, the potential employment demand for 9,445 net acres exceeds the 2014 UGR estimate of UGB capacity by 2,174 net acres. Because of environmental constraints as well as needs for future streets, sidewalks, parks and schools, not all acres of urban reserve land will be buildable. The original urban reserves analysis assumed that 45 percent of land will be buildable after accounting for those constraints. Applying that same gross-to-net acreage assumption, results in a preliminary employment demand for 4,831 gross acres of urban reserves (2,174 net acres, divided by .45 = 4,831 gross acres).

HB 4078 added an additional 830 gross employment acres to the UGB that Metro was prohibited from counting as capacity in the 2014 UGR, but will be required to count going forward. Counting these 830 gross acres of existing capacity results in potential 50-year industrial employment demand for 4,001 gross acres in urban reserves.

2015 – 2035 industrial employment demand for Metro UGB (net acres)	3,778
2015 - 2035 annual industrial employment demand for Metro UGB (net acres)	189
2015 – 2065 extrapolated industrial employment demand for Metro UGB (net acres)	9,445
2014 UGR estimate of existing industrial land capacity inside Metro UGB (net acres)	7,271
Preliminary industrial employment demand for urban reserves not counting HB 4078 lands (net acres)	2,174
Preliminary industrial employment demand for urban reserves not counting HB 4078 lands (gross acres, assuming 45% gross-to-net)	4,831
HB 4078 additional industrial acres not counted in 2014 UGR (gross acres)	830
Total industrial employment demand for urban reserves after accounting for HB 4078 expansions (gross acres)	4,001

Conclusion

This analysis concludes that there is potential 50-year demand (2015 – 2065) for an estimated 19,834 gross acres of reserves for residential uses. It also concludes that there is potential 50-year demand for an estimated 992 gross acres for commercial employment uses and 4,001 gross acres of reserves for industrial employment uses. As previously noted, employment and residential uses are categories used for calculation purposes. However, our ability to forecast land needs for a 50-year period is limited and these analysis categories are not intended to imply land use designations. For these reasons, potential 50-year urban reserve demand is summarized as a total of 24,827 acres. Minor changes to the underlying assumptions would increase or decrease this estimate.

Metro

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Metro

Minutes

Thursday, March 2, 2017

2:00 PM

PACKET REVISED 02/28/17

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Tom Hughes called the regular council meeting to order at 2:02 p.m.

Present: 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Carlotta Collette, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2. Citizen Communication

Ron Swaren, City of Portland: Mr. Swaren commented on the Southwest Washington Regional Transportation Council (RTC) and expressed concerns about their upcoming resolutions and the stakeholders involved.

3. Presentations

3.1 2030 Regional Waste Plan

Council President Hughes introduced Mr. Matt Korot and Ms. Marta McGuire, Metro staff, for a presentation on the work plan for the development of the 2030 Regional Waste Plan.

Mr. Korot explained that the Regional Waste Plan would provide a framework for the direction of the solid waste system by establishing goals, policies, strategies, and actions. He stated that the plan would also satisfy state requirements related to the need for a regional waste reduction program and would provide a framework to local governments to use in their own programs and services.

Ms. McGuire stated that the development of the plan was structured across five major phases outlined in the work plan. She explained that in order to fully incorporate Metro's equity goals, staff planned to use an equity lens throughout the planning and decision-making process, which was

reflected in each phase of plan development. Ms. McGuire informed the Council that the goal of the project was to adopt a regional waste plan that reflected community input, was built upon sound technical analysis, and advanced the region as a leader both in conserving resources and protecting the environment.

Council Discussion

The Metro Council expressed its approval of the work plan and thanked staff for their work.

4. Consent Agenda

Approval of the Consent Agenda

A motion was made by Councilor Collette, seconded by Councilor Harrington, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

4.1 Resolution No. 17-4766, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include TriMet's New Open Trip Planner and Low or No Emission (Low-No) Bus Program Projects

4.2 Resolution No. 17-4778, For the Purpose of Delegating Authority to the Chief Operating Officer to Execute An Employment Agreement with the General Manager of Visitor Venues

4.3 Consideration of the Council Meeting Minutes for February 23, 2017

5. Resolutions

5.1 Resolution No. 17-4777, For the Purpose of Reaffirming Metro's Support for Stability, Opportunity, Safety and Justice for All People Living in Our Shared Region

Council President Hughes requested that those wishing to testify on Resolution No. 17-4777 come forward to speak.

Councilor Marc San Soucie, City of Beaverton: Councilor San

Soucie expressed his support for Resolution No. 17-4777 and highlighted the importance of such work. He noted that the Beaverton City Council had unanimously passed a resolution in January declaring the City of Beaverton a sanctuary city and explained that the vast majority of the responses to the resolution had been positive.

Commissioner Greg Malinowski, Washington County: Commissioner Malinowski emphasized the importance of embracing diversity in the region's communities and expressed his support for Resolution No. 17-4777.

Imam Abdulah Polovina, City of Portland: Imam Polovina testified in favor of Resolution No. 17-4777. He recognized the importance of such displays of solidarity as expressions of hope for the region and thanked the Metro Council for showing support for all of the region's residents.

Council President Hughes thanked the speakers for their testimony. He noted that it was important for Metro to act in solidarity with its local jurisdictions and express that the region welcomed people of all colors, races, and religions.

Councilor Harrington also thanked those who came to testify in support of the resolution. She noted that the affirmation reflected Metro's strong values and the work the agency did to support diversity, equity, and inclusion in the region. She emphasized that the Metro Council also stood with the residents of the Portland metropolitan region in supporting stability, opportunity, safety, and justice for all, regardless of their differences and noted that a strong community required the inclusion of all residents.

Councilors expressed their support for the resolution and highlighted the importance of affirming that Metro welcomed all of the region's residents. They spoke to the significance of diversity in the region's communities and confirmed their commitment to fostering such values in the

agency's work.

A motion was made by Councilor Harrington, seconded by Councilor Collette, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

5.2 Resolution No. 17-4772, For the Purpose of Endorsing the Regional Policy and Funding Priorities for 2017 State Transportation Legislation

Council President Hughes called on Mr. Noah Siegel for a brief presentation on Resolution No. 17-4772. Mr. Noah Siegel stated that the Joint Policy Advisory Committee on Transportation (JPACT) had voted to recommend that the Metro Council approve Resolution No. 17-4772 endorsing the regional policy and funding priorities for the 2017 state transportation legislation. He explained that the memo accompanying the resolution directed the region's local jurisdictions and partners to work together at the state legislature towards the passage of a comprehensive transportation bill that would help achieve many of the region's goals, including those outlined in the Regional Transportation Plan and the state-mandated Climate Smart Strategy.

He informed the Council that many of the region's stakeholders, including JPACT, community-based organizations, local governments, and others, had expressed support for a large-scale package that would address the state's significant transportation needs. Mr. Siegel then provided an overview of the principles of the proposed package and how the funds would be distributed. He noted that the proposal was already supported by the region's three counties along with many of its cities and stated that staff was working on scheduling a joint lobby day for the JPACT members to demonstrate the collaborative effort behind the policy and funding priorities at the state legislature.

Council Discussion

Councilor Stacey stated that Mr. John Charles of the Cascade Policy Institute had asked the Council to consider an amendment to the resolution to encourage utilization of congestion pricing as a mechanism for addressing congestion and funding. He expressed support for the idea but noted that he felt the resolution was flexible enough to allow for such opportunities if they arose. Councilor Dirksen emphasized the importance of greater commitment to regional transportation issues, highlighting the lack of transportation investments across the nation in the last fifty years. Councilor Craddick noted that the Metro Council was committed not only to approaching the state legislature for help but also sharing the costs of transportation with the rest of the state. Councilor Chase acknowledged the importance of transit in the region's transportation system and provided an overview of the work being done by TriMet and Metro to explore more affordable transit options for the region's low-income residents.

A motion was made by Councilor Dirksen, seconded by Councilor Craddick, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

6. Public Hearings

6.1 Public Hearing on Urban and Rural Reserves

Council President Hughes introduced the public hearing. He stated that the purpose of the hearing was to allow staff to provide additional information that reinforced the Metro Council's adoption of urban and rural reserves in the region and to take testimony from the public. He explained that the Metro Council was not reconsidering the findings adopted in 2016 as part of Ordinance No. 16-1368 but instead addressing two state rules that applied to the amount of

urban reserve acreage and the balance of urban and rural reserves region-wide. Council President Hughes highlighted that an urban reserve designation would provide local jurisdictions with the flexibility to request an urban growth boundary (UGB) expansion in the Stafford area, but would not open the area for development immediately or in the near future.

President Hughes then introduced Mr. Andy Shaw and Mr. Roger Alfred, Metro staff, for a presentation.

Mr. Shaw provided a brief history of Metro's urban and rural reserves process. He noted that intelligent planning over the past three decades had allowed the region to maintain successful development, conserve farm and forest land, and protect natural areas and wildlife habitat. He explained that urban and rural reserves were created in response to concerns related to how the existing land use system worked. He noted that the original final map of urban and rural reserves was created following extensive public comment opportunities, open houses, and meetings. Mr. Shaw stated that urban reserves were areas where the region could expand if additional land was required, but noted that in addition to designating urban reserves, Metro also established new rules concerning UGB expansions, focused on forecasts of population and economic growth. Mr. Shaw shared a map of land within the UGB and urban reserves land available for development, and demonstrated that the vast majority of available land was within the existing UGB.

Mr. Alfred of the Metro Attorney's office provided an overview of the legal issues related to the urban and rural reserves process. He explained that the 50-year requirement was codified in state law, meaning that Metro and the counties were required under statute to review the region's land supply and identify areas that had characteristics that could make them possible options to add to the UGB over

the next 50 years.

Mr. Alfred provided a timeline of developments since the region-wide analysis in 2008-2010. He highlighted that the purpose of the current proceeding was to consider two region-wide issues that needed to be addressed under the applicable state rules governing urban and rural reserves: 1) whether the existing amount of urban reserves across the region was significant to accommodate estimated urban growth for between 40 and 50 years after the Council's adoption of the most recent Urban Growth Report in 2015 and 2) whether the balance of designated urban and rural reserves across the region best achieved livable communities, the viability and vitality of the agricultural and forest industries and protection of the important natural landscape features that define the region for its residents.

Council President Hughes opened a public hearing and requested that those wishing to testify come forward to speak.

Chair Jim Bernard, Clackamas County: Chair Bernard noted that Metro and Clackamas County were moving quickly and collaboratively to revise and complete the findings related to four urban reserves in the Stafford area to address the remand from the Court of Appeals. He expressed his support for concluding the lengthy process and providing land use certainty to area residents, businesses, and property owners. He explained that the county and region were working together to develop an intergovernmental agreement (IGA) that sought to address the concerns of the affected cities, residents, businesses, and property owners. He noted that the IGA would ensure that key issues were addressed before any decision could be made to expand the UGB into Stafford. Chair Bernard informed the Council that on April 12 and 19, Clackamas County would hold public hearings to hear from its residents and act on the revised findings. He added that the county was also meeting with

affected parties to discuss the process and receive community input. He emphasized his support for the process moving forward and thanked Metro for their collaborative effort.

Commissioner Paul Savas, Clackamas County: Commissioner Savas noted that he was testifying as an individual and not representing Clackamas County. He expressed concerns about the urban and rural reserves process. He cited regional issues such as homelessness and significant housing costs and explained that he felt the proposed designations would only augment such problems. He urged the Metro Council to consider a different approach.

Commissioner Greg Malinowski, Washington County: Commissioner Malinowski, speaking on behalf of District 2, expressed concerns about the proposed findings. He noted that the average price of homes in the areas in Washington County involved would make it incredibly difficult for most regional residents to afford housing. He recommended that the Metro Council reconsider its calculations to better ensure affordability before finishing the process.

Mayor Russ Axelrod, City of West Linn: Mayor Axelrod testified on behalf of the West Linn City Council opposing Metro's urban reserves designation for Stafford. He explained that the City of West Linn supported a compromise that preserved of the current rural character of Stafford area while facilitating urban development in other appropriate locations that could be served by transit and other critical infrastructure in the future. He expressed concerns about the time allotted for finishing the reserves process and suggested that the jurisdictions work together to come to a decision grounded in good governance and public opinion.

Councilor Teri Cummings, City of West Linn: Councilor Cummings testified in opposition to Metro’s reserves

designations and expressed disappointment with the reserves process. She noted that many of the area's residents were strongly opposed to the urbanization of Stafford and did not believe the area was well-suited for further development. She requested further opportunities to discuss other options and urged the Council not to support the current designations.

Councilor Jeff Gudman, City of Lake Oswego: Councilor Gudman expressed support for the IGA proposed between Metro and Clackamas County, but asked that the three area cities also be involved to address their concerns. He commented that under current assumptions, the increasing density of the region would be sufficient and would not require expansion of the existing UGB. He added that he would not act in opposition to other cities requesting UGB expansions in the future, but urged the Council not to support expansion in the Stafford area.

Thomas Greyerbiehl, City of West Linn: Mr. Greyerbiehl testified in opposition to Metro's reserves designations. He highlighted the importance of the natural features and wildlife of his neighborhood. He asked that the Metro Council support the preservation of the Stafford area's current rural character.

Larry Read, City of West Linn: Mr. Read testified in opposition to Metro's reserves designations. He noted that Metro's 2015 Urban Growth Report found that there was enough land within the UGB for regional growth until 2035 and no need for a boundary expansion. He requested that the Stafford area not be designated as urban reserves in order to protect the natural landscape that defined the area.

Jay Minor, City of West Linn: Mr. Minor, Stafford Hamlet Board Chair, testified in opposition to Metro's proposed reserves designation for the Stafford area. He urged the Council to leave areas 4A and 4B north of the Tualatin River

undesignated. He noted that 86% of those residents that voted on the Stafford Community Vision Plan supported this option. He stated that the lack of infrastructure such as arterials made the area badly suited for urban expansion.

Christopher James, City of Portland: Mr. James testified in opposition to the proposed reserves designations on behalf of four area property owners. He explained that the process that led to the designation of the owners' properties was alleged to have failed constitutional standards and was sent to federal court. He expressed concerns that there was not a procedure in place to address contentions that the process did not meet such standards. He noted that it was his clients' wish to leave the area of 9B undesignated in order to help protect the landscape features and ensure sensitive development.

Kelly Hossaini, City of Portland: Ms. Hossaini, on behalf of the Cities of Tualatin and West Linn, requested a second hearing to consider changes to designation. She noted that it was the cities' position that the Stafford areas should remain undesignated given the current physical and infrastructure constraints and that an urban reserve designation would make Stafford first priority for urban growth boundary expansions. She stated that it was important that the local jurisdictions reach a solution that worked best for the cities and region and avoided further appeals in the future.

Carol Chesarek, City of Portland: Ms. Chesarek, on behalf of the Forest Park Neighborhood Association, expressed support for Metro and Multnomah County's current rural reserve designation for the West Hills. She noted that the neighborhood had actively participated in the region's urban reserves process and believed strongly in findings that demonstrated the area was not well-suited for urban expansion.

Ed Trompke, City of Lake Oswego: Mr. Trompke expressed

his support for adoption of the urban and rural reserves. He noted that the reserves process was a complicated process that required collaboration among Stafford's communities and highlighted the work that had already been done among neighborhoods and hamlet. He urged the Metro Council to adopt the findings.

Councilor Harrington asked staff to summarize the next steps in the reserve process. Mr. Shaw explained that staff recommended a second public hearing be held on March 16 along with the first read of the proposed ordinance. He noted that the ordinance would incorporate staff's findings as well as feedback received from the public and Metro's local partners.

Council President Hughes noted that first read of the reserves ordinance and a second public hearing would take place on Thursday, March 16. He stated that the public comment period and hearing would be kept open through that date.

7. Chief Operating Officer Communication

Ms. Martha Bennett commented on the grand opening of the Oregon Zoo Education Center. She thanked the Councilors for attending the opening ceremony and noted that the center's Wildlife Talk Series would begin the following weekend with a talk from Mr. Mark Moffat, National Geographic photographer and insect expert.

8. Councilor Communication

Councilor Collette noted that she would be absent at the March 16 council meeting.

9. Adjourn

There being no further business, Council President Hughes adjourned the Metro Council meeting at 4:20 p.m. The

Metro Council will convene the next regular council meeting on March 16 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,

Nellie Papsdorf, Legislative and Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 2, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Letter	03/02/17	1000 Friends of Oregon Letter to Council	030217c-01
2.0	Letter	03/02/017	Ann Culter letter to Council	030217c-02
2.0	Letter	03/02/017	Christopher James letter and materials to Council	030217c-03
2.0	Letter	03/02/017	Axelrod letter to Council	030217c-04
2.0	Letter	03/02/017	Cooke letter to Council	030217c-05
2.0	Letter	03/02/017	Smith letter to Council	030217c-06
2.0	Letter	03/02/017	J. Gamble letter and materials to Council	030217c-07
2.0	Letter	03/02/017	Balogh letter to Council	030217c-08
2.0	Letter	03/02/017	Minor letter and materials to Council	030217c-09
2.0	Letter	03/02/017	Barthalomew letter to Council	030217c-10
2.0	Letter	03/02/017	Lockwood letter to Council	030217c-11
2.0	Letter	03/02/017	Memorandum of Understanding	030217c-12
2.0	Letter	03/02/017	Metro 2014 Urban Growth Report	030217c-13
2.0	Letter	03/02/017	Reinmiller letter to Council	030217c-14
2.0	Letter	03/02/017	Stafford Hamlet values and vision	030217c-15
2.0	Letter	03/02/017	Starr letter to Council	030217c-16
2.0	Letter	03/02/017	Thurston letterto Council	030217c-17

2.0	Letter	03/02/017	Kennedy letter to Council	030217c-18
2.0	Letter	03/02/017	W. Gamble letter to Council	030217c-19
2.0	Letter	03/02/017	Read letter to Council	030217c-20
2.0	Letter	03/02/017	Thomas Greyerbiehl letter to Council	030217c-21
2.0	Letter	03/02/017	John Charles letter to Council	030217c-22
3.1	PowerPoint	03/02/17	PowerPoint: Developing the 2030 Regional Waste Plan	030217c-23
4.3	Minutes	03/02/17	Minutes from the February 23, 2017 Council Meeting	030217c-24
6.1	PowerPoint	03/02/17	PowerPoint: Urban and Rural Reserves	030217c-25