

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee
Date: Wednesday, June 20, 2018
Time: 10:00 am – Noon
Place: Metro Regional Center, Council Chamber

10:00 am	1. Call to Order, Declaration of a Quorum and Introductions	Megan Gibb, Acting Chair
10:05	2. Comments from the Chair and Committee Members	Chair/All
10:10	3. Community Communications on Agenda Items	All
10:15 25 min.	4. City of Beaverton Urban Growth Application Purpose: Cities proposing urban growth boundary expansions in 2018 have an opportunity to brief MTAC about their proposals	City Representatives
10:40 25 min.	5. City of Hillsboro Urban Growth Application Purpose: Cities proposing urban growth boundary expansions in 2018 have an opportunity to brief MTAC about their proposals	City Representatives
11:05 25 min.	6. City of King City Urban Growth Application Purpose: Cities proposing urban growth boundary expansions in 2018 have an opportunity to brief MTAC about their proposals	City Representatives
11:30 25 min.	7. City of Wilsonville Urban Growth Application Purpose: Cities proposing urban growth boundary expansions in 2018 have an opportunity to brief MTAC about their proposals	City Representatives
Noon	ADJOURN	

Next TPAC/MTAC Workshop – July 11 (moved due to legal holiday)

Remaining MTAC meetings for 2018:

July 20, 2018 – Cancelled; August 15; September 19; October 17; November 21; December 19

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-813-7514. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullam dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

ការម Metro
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
ឬដើម្បីទទួលបានក្របខណ្ឌសិរីសោភ័ណសម្រាប់សួរនាគោលនិច្ច
www.oregonmetro.gov/civilrights
បេឡាអន្តរការអន្តរកម្មប្រកាសនៅពេលអង្គ
របស់សាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឺកម្រិតម៉ោង 5 ល្ងាច
ថៃអង្គការ) ប្រាំពីរថៃអង្គ
ថៃអង្គការ មុនថៃអង្គការដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក

إشعار بامتثال Metro من

إشعار بامتثال Metro من الممارسات المتعلقة بالتمييز من الممارسات المتعلقة بالتمييز أو لإبلاغ شركوي
تحت ترم Metro الحقوق المدنية للمزيد من المعلومات حول برنامج Metro لحقوق وقضايا مدنية أو لإبلاغ شركوي
خبراتكم في زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة
إلى مساعدة في اللغة، يرجى الاتصال مقدم برفق بالهاتف 503-797-1890 من الساعة 8 صباحاً حتى
الساعة 5 مساءً، أيام الاثنين إلى الجمعة قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon
Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa
programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng
reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung
kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa
503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng
trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de
no discriminación de Metro.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de
derechos civiles de Metro o para obtener un formulario de reclamo por
discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia
con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana)
5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению
гражданских прав и получить форму жалобы о дискриминации можно на веб-
сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на
общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-
1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro
pentru drepturi civile sau pentru a obține un formular de reclamație împotriva
discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un
interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în
timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să
vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntauw ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib
daim ntauw tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias
koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev saww ntxov txog 5 teev tsaus
ntuj weekdays) 5 hnub ua hauj lw m ua nte ntauw lub rooj sib tham.



2018 MTAC Work Program

6/12/18

<p>January 17, 2018 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Urbanism Next Conference, March 5 – 7 Oregon Active Transportation Summit, March 15 – 16 <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2018 RTP: Update on Schedule, Technical Evaluation, Engagement Activities and Regional Leadership Forum #4 <u>Information/Discussion</u> (Ellis/Higgins, 30 min.) Emerging Technologies Strategy : draft policy (Rose, 30 min.) 	<p>February 21, 2018 – Cancelled <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>
<p>March 21, 2018 – Cancelled <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>April 18, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Draft Emerging Technology Strategy (Frisbee, 45 min.) Draft Transit Strategy (Snook, 60 min.) Draft Freight Strategy (Collins, 40 min.)
<p>May 16, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2018 Urban Growth Management Decision: Urban Reserve Goal 14 Analysis (Reid/O’Brien, 45 min.) Draft RTP Policy Chapter Changes (focus on goals and objectives) (Ellis, 40 min.) Draft RTP Implementation Chapter (Ellis, 40 min.) 	<p>June 20, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Presentations from the Cities of Beaverton, Hillsboro, King City, Wilsonville – UGB Applications (30 min. each)
<p>July 18, 2018 – Cancelled per the Chair</p>	<p>August 15, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2018 Urban Growth Management decision (recommendation to MPAC, if requested by MPAC)
<p>September 19, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2018 RTP Update: Make final recommendation to MPAC on proposed amendments in response to public comments 	<p>October 17, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>
<p>November 21, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>December 19, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>

Parking Lot

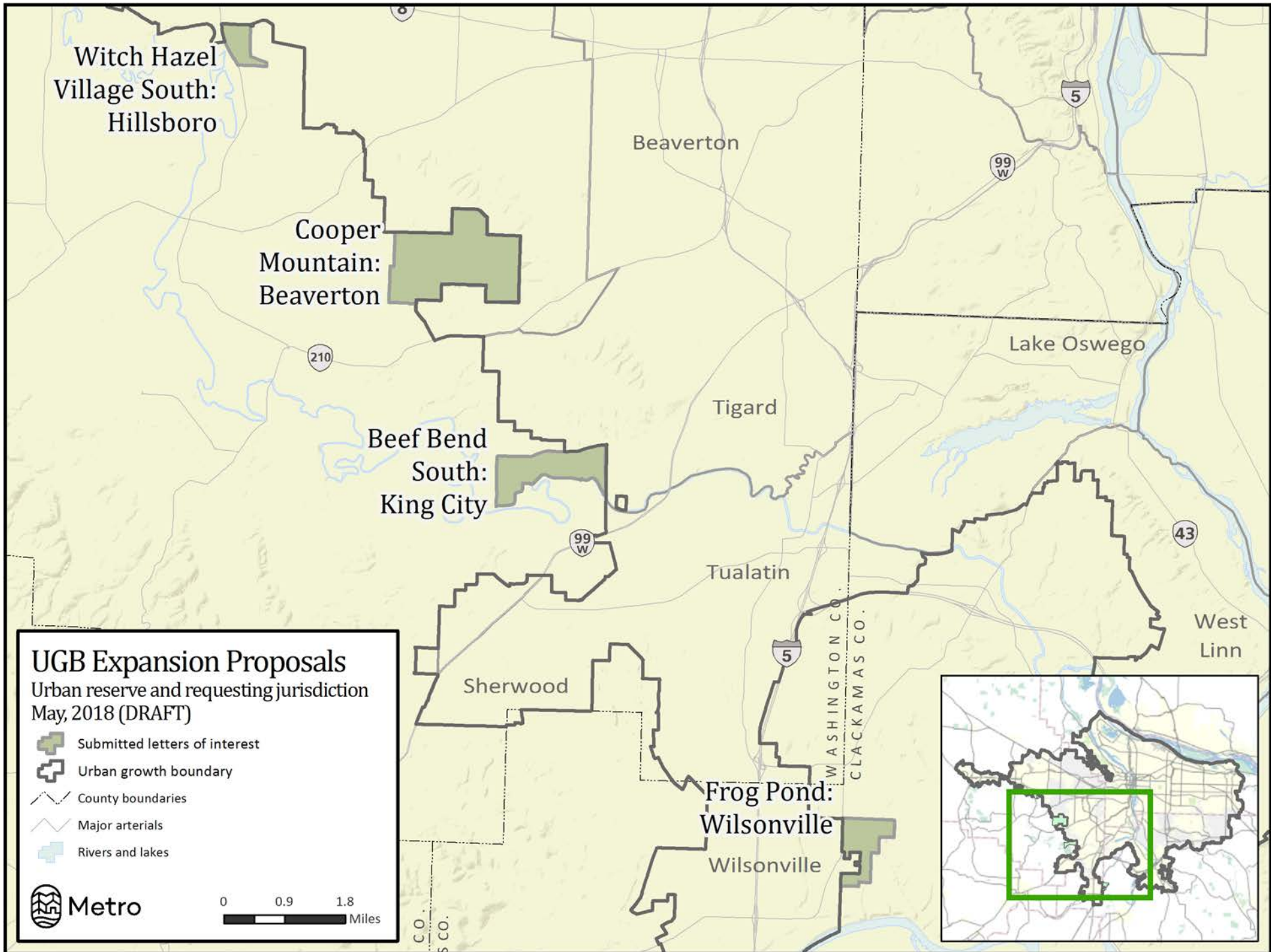
- Transportation resiliency
- Portland’s inclusionary zoning program (June 20 or October 17)

MTAC meets the 3rd Wednesday of the month.






TPAC and MTAC hold a joint work session on the 1st Wednesday of the month.


For agenda and schedule information call 503-797-1562 or e-mail paulette.copperstone@oregonmetro.gov.

For closure or inclement weather information, call 503-797-1700.



UGB Expansion Proposals
 Urban reserve and requesting jurisdiction
 May, 2018 (DRAFT)

-  Submitted letters of interest
-  Urban growth boundary
-  County boundaries
-  Major arterials
-  Rivers and lakes

 Metro

0 0.9 1.8
 Miles



2018 growth management decision

City expansion proposals

Metro is working with residents, elected leaders, community groups and researchers to evaluate whether communities and existing land inside the greater Portland area’s growth boundary have enough room for the people and jobs over the next 20 years.



Beginning in late June, the Metro Council and its advisory committees will begin to examine the population and jobs forecast for greater Portland to inform whether the urban growth boundary needs to expand. In the meantime, Metro has asked cities to prepare information that will help determine where expansion should happen if it’s needed.

If we expand, where should we grow?

To answer this question, Metro asked the cities of the region to submit proposals on where and how their communities would expand into new areas. It takes more than land to encourage new housing, jobs and communities. Generally, cities were asked to show:

- the housing needs of people in the region, county and city have been considered
- development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks
- the city has reduced barriers to mixed-use, walkable development in their downtowns and main streets

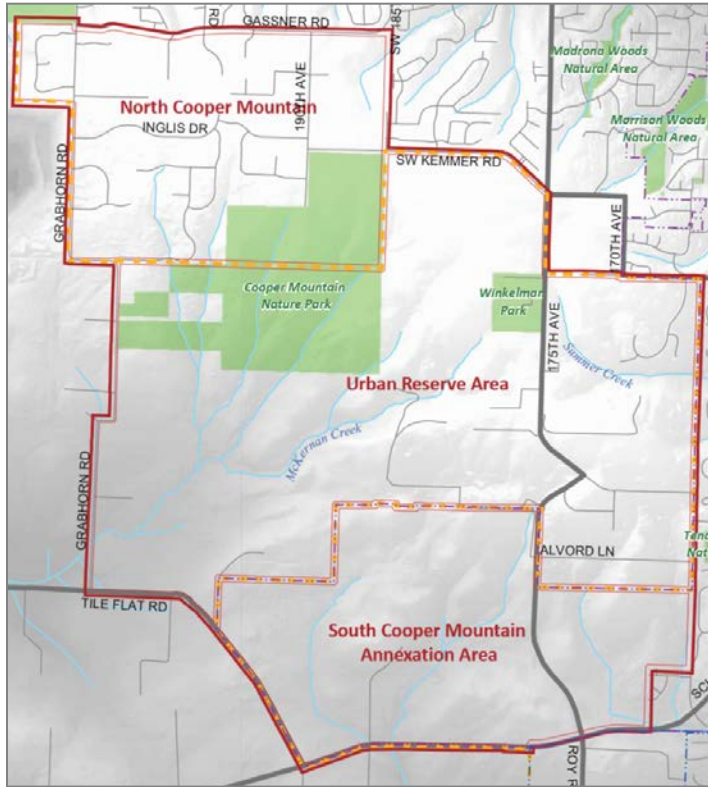
- the city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas
- the city has taken actions to advance other key outcomes, such as social equity and meaningful engagement of communities of color in community planning processes.

Four cities submitted proposals to expand greater Portland’s urban footprint by 2,181 acres with hopes for developing about 9,200 homes in these areas. All expansion proposals are in urban reserves.

City	Gross acres proposed
Beaverton	1,242
Hillsboro	150
King City	528
Wilsonville	271

City of Beaverton

Name of urban reserve	Gross acres	Buildable acres	Homes planned
Cooper Mountain	1,242	600	3,760



Beaverton would like to provide an additional 12,300 housing units inside the city limits by 2035. The Cooper Mountain Urban Reserve Area could provide 3,760 units, nearly 31 percent of the projected demand, with a variety of single-family and multi-family homes.

The city will also encourage growth and development in its existing urban areas, specifically in downtown, in the Murray Scholls and Cedar Mill areas, and around transit stations and main streets through improvement programs, street improvements, key attractions and an urban design framework.

The city is also facilitating a diverse supply of affordable housing types through financial assistance, land acquisition, development code and best practices toolkit for preserving multifamily housing.

The City of Beaverton's Diversity, Equity and Inclusion plan is working to eliminate barriers for traditionally underserved populations in the city. Beaverton is also using multi-cultural engagement practices in its planning efforts by meeting these communities in their homes, restaurants and schools to hear their feedback.

City of Hillsboro

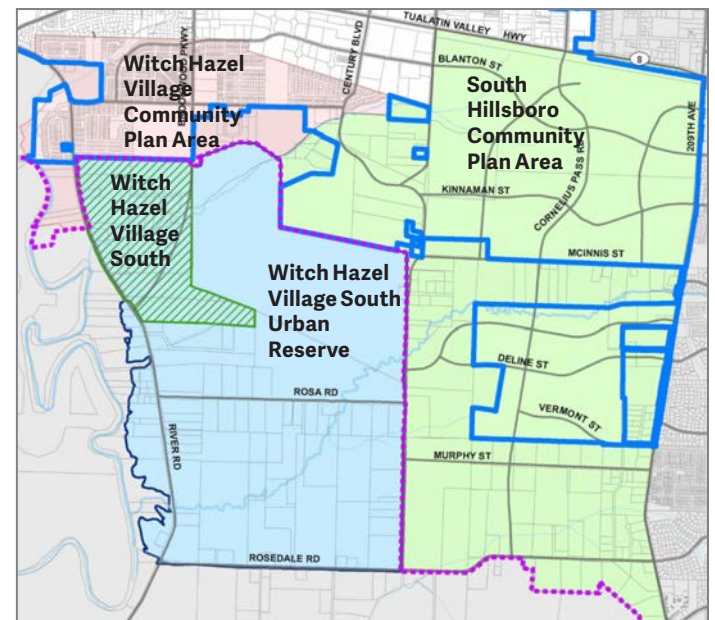
Name of urban reserve	Gross acres	Buildable acres	Homes planned
Witch Hazel Village South	150	75	850

Hillsboro expects to increase its population by 1.5 times to 156,000 people by 2045 and would like to provide an additional 1,300 new single-family detached homes over the next 20 years. The Witch Hazel Village South Urban Reserve Area could provide 850 additional residences.

The city will also encourage growth and development in its existing urban areas, specifically in downtown, the Tanasbourne-AmberGlen area and its North Hillsboro employment district and around transit stations and main streets through urban renewal, public-private partnerships and other strategies.

As of 2017, the city has over 2,100 regulated affordable housing units, making up 6 percent of the city's housing supply. After Portland, the city boasts the region's highest share (14 percent) of regulated affordable units in regional centers and town centers.

The City of Hillsboro has identified cultural inclusion and expanded engagement with diverse community members as a guiding public outreach principle going forward. Hillsboro's Public Engagement Committee will help craft the community involvement outreach strategies that engage a representative range of the community, particularly for communities of color, low-income populations and other underserved or underrepresented groups.



City of King City

Name of urban reserve	Gross acres	Buildable acres	Homes planned
Beef Bend South	528	400	3,300

King City asserts that the city limits are virtually built out, stating that with no realistic path to vertical infill growth, the city will be unable to provide more housing.

The city will also encourage growth and development through its comprehensive plan and zoning code and is discussing redevelopment opportunities with commercial property owners.



King City also allows and encourages a mix of affordable housing types, including single family attached and detached, apartments, condominiums and manufactured homes.

The mayor and city council have led an outreach effort to ensure its residents have had the chance to weigh in on planning the new urban area.

City of Wilsonville

Name of urban reserve	Gross acres	Buildable acres	Homes planned
Advance Road (Frog Pond)	271	192	1,325

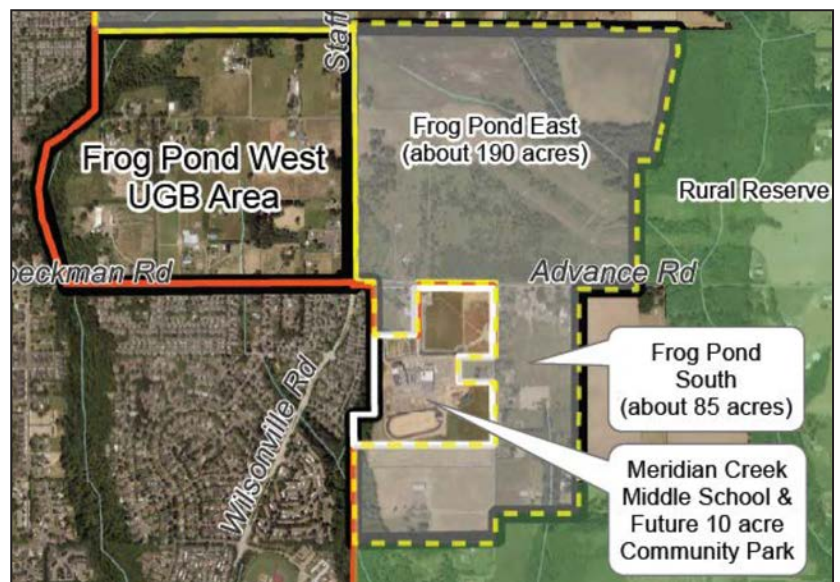
Wilsonville has grown at a quick pace, with an average population growth rate of 2.7 percent from 2014 to 2017. While additional single-family housing opportunities are planned for the proposed expansion area, the city is also planning for other housing options to meet various needs in the community.

The city will also encourage growth and development in its existing urban areas, specifically in the town center and other commercial and neighborhood centers such as Village at Main, Wilsonville Old Town Square and Villebois, a mixed-use, pedestrian-friendly and transit-supportive community.

The city is also committed to providing a wide range of housing types, sizes and densities at different prices and rent levels through regulated affordable housing units, property tax exemptions for properties that offer subsidized rent to

low-income individuals and families, and implementing an equitable housing strategic plan.

The City of Wilsonville is working to meaningfully engage its residents in its planning processes. With a growing Latinx and Spanish-speaking population, the city is starting to integrate interpretive services and translated materials into its engagement strategies. The city council also recently declared Wilsonville a welcoming and inclusive city.



The 2018 growth management decision

Oregonians believe in a better way to manage growth. As people move here and businesses create jobs, greater Portland's urban growth boundary protects farms and forests, promotes economic development, encourages equitable housing and supports development of new neighborhoods when needed.

Metro is tasked with managing the urban growth boundary by the State of Oregon. Under Oregon law, greater Portland must have enough land inside its urban growth boundary for 20 years of growth. Land inside that boundary is available for construction of homes, employment centers and shopping areas for our region's residents. That means that even if the boundary wasn't expanded for two decades, all of the growth we expect in greater Portland can fit inside the existing boundary.

Metro is working with residents, elected leaders, community groups and researchers to evaluate whether communities and existing land inside the growth boundary have enough room for the people and jobs we expect in 20 years. If we need to expand our urban footprint, we'll work with communities to grow where growth makes sense.

By the end of 2018, the Metro Council will decide whether there is enough land in greater Portland's urban area for 20 years of growth. If not, the council will decide what areas are best suited to handle future growth.

Next steps

- **June 2018** Cities proposing urban growth boundary expansions present those proposals to the Metro Council, the Metro Policy Advisory Committee, and the Metro Technical Advisory Committee
- **June 8 – July 9, 2018** Online public comment period on city expansion proposals.
- **late June 2018** Metro releases draft 2018 Urban Growth Report
- **July 2018** Overview of draft 2018 Urban Growth Report at Council, the Metro Policy Advisory Committee, and the Metro Technical Advisory Committee
- **July 2018** City Readiness Advisory Group provides feedback on the strengths and weaknesses of city proposed expansions to Council and the Metro Policy Advisory Committee
- **Sept. 4, 2018** Metro's Chief Operating Officer recommendation
- **Sept. 12, 2018** Metro Policy Advisory Committee recommendation to the Metro Council
- **Sept. 20 and 27, 2018** Metro Council public hearings and direction to staff on whether and where the UGB will be expanded (and any other policy direction)
- **Dec. 6, 2018** Metro Council public hearing
- **Dec. 13, 2018** Metro Council decision on growth boundary expansion

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.
oregonmetro.gov/news

Follow oregonmetro



City of Beaverton

Proposal to Expand the Urban Growth Boundary to Include the

COOPER MOUNTAIN URBAN RESERVE

Prepared for Metro

May 31, 2018



CONTENTS

Introduction	1
Housing	2
Concept Plan	4
Existing Urban Areas	7
Affordable Housing	9
Metro Outcomes	12
Conclusion	15
Appendices	
A. Diversity, Equity, and Inclusion Report and Plan	17
B. Beaverton Housing Five Year Action Plan	77
C. Beaverton Land Use and Zoning Maps	97
D. Stakeholder Letters of Support	101
E. DLCDC Confirmation of Housing Needs Analysis	131
F. Beaverton City Council Resolutions	137
G. Findings of Fact and Conclusions of Law	147
H. Metro Acknowledgement of Concept Plan	537
I. Agreements with County and Service Districts	593
J. South Cooper Mountain Concept Plan	609

METRO REGIONAL FUNCTIONAL PLAN REQUIREMENTS

Beaverton’s proposal to expand the urban growth boundary to include the Cooper Mountain Urban Reserve complies with all applicable Metro Regional Functional Plan requirements. The table below provides a list of all relevant Metro Titles, and the corresponding page number that provides evidence.

Metro Code		Page
Title 1	Housing Capacity	7, 9
Title 3	Water Quality and Flood Management	4
Title 4	Industrial and Other Employment Areas	7
Title 6	Centers, Corridors, Station Communities and Main Streets	7
Title 7	Housing Choice	9
Title 11	Planning for New Urban Areas	1, 4
Title 12	Protection of Residential Neighborhoods	12
Title 13	Nature in Neighborhoods	4
Title 14	Urban Growth Boundary	1-15

INTRODUCTION

The City of Beaverton proposes to add Cooper Mountain Urban Reserve to the urban growth boundary to welcome new community members and provide a wide variety of housing choices to households in the city. Beaverton is committed to enhancing economic opportunity, maintaining a high quality of life and promoting access to natural beauty equitably for all residents, including the full spectrum of incomes and cultural backgrounds represented in our community.

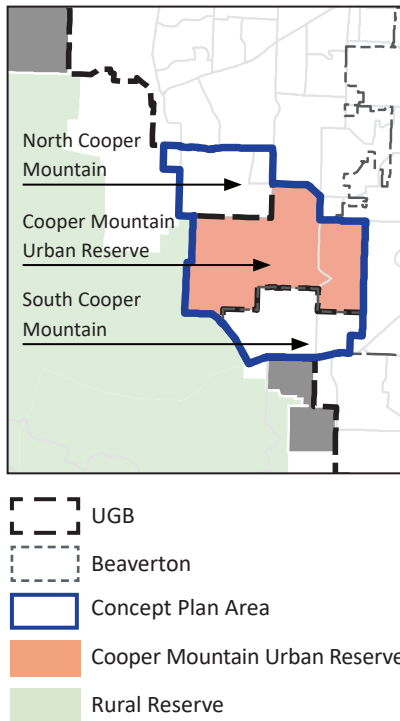
Adding Cooper Mountain Urban Reserve now makes sense because:

- The urban reserve is the “missing puzzle piece” of the South Cooper Mountain Concept Plan area. Areas already in the growth boundary are to the north, east and south.
- Beaverton’s greenfield growth area, South Cooper Mountain, is expected to be fully built out before the urban reserve is available for development.
- Housing demand is strong, as evidenced by rising housing prices and rents, and adding land now can help prevent future shortages.
- Cooper Mountain-area roads, sewer lines, water lines, trails and other infrastructure work better if the urban reserve, the “missing puzzle piece,” is filled in.

In addition, this expansion request meets or exceeds applicable criteria, including:

- **Housing needs.** Beaverton’s housing needs analysis clearly demonstrates the need for housing, including single-family homes, townhomes and apartments/condos.
- **Required concept plan.** The 2014 *South Cooper Mountain Concept Plan*, which is consistent with Metro rules, provides a comprehensive vision for the urban reserve as part of the larger Cooper Mountain area.
- **Growth inside the city.** Beaverton encourages growth in existing urban areas through projects and programs such as zone changes, development code updates, grants and providing support with urban renewal funds.
- **Affordable housing.** Beaverton creates and funds programs that support building affordable and market-rate housing; preserving existing, low-cost housing; and addressing homelessness.
- **Metro’s desired outcomes.** Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs; safe and reliable transportation; and parks and recreational opportunities. Beaverton’s sustainability; equity and inclusion; language access; planning; and economic development efforts all support the six desired outcomes.

This document provides additional details about how Beaverton’s proposal supports regional goals and why adding the urban reserve now is important to house the region’s residents.



HOUSING

Beaverton promotes housing choices through policies, programs, and investments that respond to the needs of diverse household sizes and incomes. The [Housing Element](#) of the city's *Comprehensive Plan* includes policies that were based on Beaverton's 2015 "*Housing Strategies Report*," the city's title for the state-mandated Housing Needs Analysis (HNA) (Appendix F). The Housing Element was updated to address changing housing needs such as more people moving to downtown Beaverton; increasing racial, ethnic and cultural diversity; and the lack of affordable homes driven by the regional housing crunch.

The Housing Element responds to these changes with policies that stimulate housing in the central city, incentivize housing near transit, and encourage a mix of innovative housing types in large developments. For example, the city's development code has a section dedicated to the *South Cooper Mountain Community Plan* area. This section requires that all developments include a mix of housing types, and facilitate both renting and home ownership, so that families at a variety of household incomes can live in the same neighborhood.

With home construction about to begin in South Cooper Mountain, and multifamily buildings nearing completion downtown, city staff is observing an increase in housing production throughout the city. Even so, demand for more housing—and more housing choices—remains strong.

Housing Needs. In 2015, Beaverton completed its most recent Housing Needs Analysis, which was based on the 2035 distributed forecast released by Metro. The needs and solutions identified in this report provided the material for 2016 *Comprehensive Plan* updates. According to this report, acknowledged by the state of Oregon, Beaverton had just under 41,000 housing units. By 2035, the report concluded the city would need an additional 12,300 units, inside city limits, to meet local housing needs. This is an increase of 30 percent more than the city's 2015 housing supply. Of the new units needed:

- 47 percent are single-family detached housing.
- 20 percent are single-family attached (such as townhouses and triplexes).
- 32 percent are multifamily attached housing with five or more units.

For renter households, the need is greatest for lower income residents. For owner households, demand is high for lower income residents and higher-income residents.

Comparison of Needs and Supply. Beaverton's HNA identified the following unmet housing needs:

- Single-family detached housing inside the city limits.
- Single-family attached housing (e.g. townhomes) inside city limits.

Some additional supply was identified inside Beaverton's assumed urban service boundary (an area where the city assumed at the time it would eventually annex). However, some of that capacity (such as in North Cooper Mountain) cannot be realized without the roads and utilities that will run through the Cooper Mountain Urban Reserve once it is added to the urban growth boundary (UGB) and urban infrastructure development can occur.

Factor: Is the urban reserve adjacent to a city with an acknowledged housing needs analysis coordinated with the relevant Metro forecast?

Conclusion: Yes, Beaverton has a state-acknowledged housing needs analysis that was coordinated with the Metro regional forecast and population distribution in effect when the analysis began.

Takeaways:

- Beaverton coordinated the HNA, acknowledged by DLCDC on March 23, 2016, with Metro's 2035 distributed forecast (Appendix E).
- Beaverton's HNA indicates a need for an additional 12,300 housing units, inside city limits, by 2035.
- The urban reserve could provide 3,760 units.
- Beaverton prepared a concept plan for the urban reserve that provides a mix of housing types designed to meet the needs of diverse household sizes and incomes.
- Beaverton has a track record of facilitating housing production in recently annexed areas that can help the region address future needs.

Beaverton has experience producing housing in recently annexed areas.

Within five years of annexation, nearly 2,600 homes received land use approval in South Cooper Mountain.

Projected Supply. Of the 12,300 units needed, the Cooper Mountain Urban Reserve could provide 3,760 units, nearly 31 percent of housing demand. The *South Cooper Mountain Concept Plan* estimates that this would include 2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing.

As seen directly to the south, housing demand in this area remains strong. Annexed in 2013, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval and 750 homes are in development review – this is 99 percent of the projected housing supply for South Cooper Mountain.

While redevelopment inside the city with denser home types is anticipated, the city is running out of land for single-family development in new, larger neighborhoods. Adding the Cooper Mountain Urban Reserve alleviates this constraint by providing much-needed land to increase housing supply.

What has changed since 2015? In short, demand has been, and likely will be, higher than our HNA anticipated, and supply is lower than expected.

When the city completed the HNA in 2015, Beaverton relied on Metro’s Regional 2035 Forecast Distribution, adopted in 2012 and based on a regional forecast completed in 2009. Simply put, a lot has changed since 2015 (and even more since 2009). This includes:

Increased regional population growth. In 2016, the region experienced its greatest growth in 10 years, with nearly 45,000 people moving to the area. This influx pressures cities, already in a housing crunch, to produce more housing. At the same time, the region is still struggling to catch up after the fall in housing production during The Great Recession. Beaverton has a track record of facilitating housing production, including in recently annexed areas. Adding the urban reserve to the UGB would help the region address future housing needs.

Increased economic activity. Washington County experienced the fastest rates of post-recession job growth in the region. In 2011, there were 244,100 jobs. As of 2018, there are 288,600 jobs, an 18 percent increase. In the heart of “Silicon Forest,” Beaverton is near many job centers, from high-tech companies and athletic apparel giants to small businesses and startups. Given Beaverton’s proximity to job centers and transportation networks, more people are looking for a home here than expected.

Reduction in housing capacity. Additionally, a part of the urban service area assumed for Beaverton in the 2015 HNA is now designated to be part of Hillsboro. That means 1,079 housing units originally included in Beaverton’s capacity to meet housing demand are now assigned to Hillsboro as part of their future housing stock.

Citywide decline in single-family housing construction. In the past five years, the Building Division approved permits for 1,144 multifamily housing units but only 316 for single-family detached homes (an 88 percent decline, likely because the city has nearly depleted its inventory of vacant land). The HNA indicated that the city needs 5,781 single-family detached homes to meet demand (47 percent of 12,300 units). Expanding the UGB to include the urban reserve would provide the land to meet this demand.

CONCEPT PLAN

The city's urban growth boundary expansion proposal is based on the *South Cooper Mountain Concept Plan*, a City Council-approved concept plan consistent with Title 11 of Metro's Urban Growth Management Functional Plan (Appendices F, G and H). The concept plan includes the urban reserve — the subject of this proposal — North Cooper Mountain and South Cooper Mountain.

At Metro's request, Beaverton led the concept planning for all three areas to consider holistically transportation, infrastructure, natural resources, and new development. Envisioned as one concept plan area, the plan works best if the urban reserve is inside the UGB. This allows roads, sewer lines, water lines, trails and natural habitats to cross boundaries and function efficiently. Expanding the UGB to include the urban reserve will then link north and south, unlocking the full development potential of the concept plan. Beaverton has been actively planning the concept plan area for five years, and is ready to take the next step. This section briefly describes the merit of the concept plan, and demonstrates that Beaverton knows how to facilitate housing production in recently annexed areas.

Housing Capacity. Beaverton's Housing Needs Analysis shows that the city needs more homes, especially single-family homes at a variety of income levels. The urban reserve would provide 3,760 units, nearly 31 percent of citywide housing demand. This includes a range of housing options so that families at a variety of household incomes can live in the same neighborhood (2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing (which will likely be rental housing)).

Transportation. Adding the urban reserve to the UGB helps Washington County and Beaverton upgrade rural transportation infrastructure and close gaps in the road network. Without the urban reserve, the road, bike and pedestrian networks remain constrained, especially for north-south routes. Currently underway, Washington County is leading the *Cooper Mountain Transportation Study*. The study will evaluate roadway network options to disperse traffic through the area and upgrade rural roads to arterials standards capable of safely and efficiently moving people.

Natural Resources. Beaverton will protect natural resources, including Cooper Mountain Nature Park, by only developing about 600 of the 1,200 acres in the urban reserve. In the concept plan, the land use framework identifies water quality and flood management areas (compliant with Metro Title 3), and riparian habitats I and II and upland habitats A and B (compliant with Metro Title 13). This guides development to protect these resources while allowing the residential development in the plan. In a follow-up community plan for the urban reserve, the city will consider strategies to protect natural resources, including natural resource designations, tree protection standards, hillside/slope protection standards, and the potential transfer of development rights. Many of those tools already exist in the city's current code and could be applied here.

Infrastructure. The urban reserve is the missing puzzle piece that connects North Cooper Mountain with South Cooper Mountain. Connecting all three areas

Factor: Has the area has been concept planned consistent with section 3.07.1110 of the Urban Growth Management Plan?






















Conclusion: Yes, the South Cooper Mountain Concept Plan, adopted in December 2014 and found by Metro to be consistent with Title 11, provides a mix of housing types, transportation improvements, natural resource protections, and an infrastructure funding plan for the Cooper Mountain Urban Reserve.

Takeaways:

- Bringing the area into Beaverton will provide for needed housing and help avoid future housing shortages.
- Adding the urban reserve fills in the "missing puzzle piece" in the South Cooper Mountain Concept Plan.
- Expanding the UGB now lays early groundwork for development to occur in five or more years.
- Adding the urban reserve allows for comprehensive planning and building of needed transportation and utility infrastructure.
- Beaverton has an infrastructure funding plan that identifies anticipated revenues and project costs.
- The city has received letters of support from property owners in the urban reserve. Their combined land directly connects South Cooper Mountain with North Cooper Mountain, facilitating the installation of pipes through all three areas (Appendix D).

Concept Plan Land Use Framework

All proposed transport routes are conceptual. Washington County is conducting the Cooper Mountain Transportation Study which is evaluating three concept packages.

-  Urban Growth Boundary
-  Cooper Mountain Urban Reserve
-  South Cooper Mountain Concept Plan
-  Class A Upland Habitat
-  Class B Upland Habitat
-  Parks and Natural Areas
-  Open Water/Wetland/Probable Wetland
-  Class I Riparian Habitat
-  Class II Riparian Habitat
-  Stream
-  Future Urban Neighborhood
-  Future Compact Neighborhood
-  Future Cluster Neighborhood
-  Future Single Family Neighborhood
-  Future Hillside Neighborhood
-  Arterial
-  Collector
-  Neighborhood Route
-  Proposed Arterial
-  Proposed Collector
-  Proposed Neighborhood Route

North Cooper Mountain

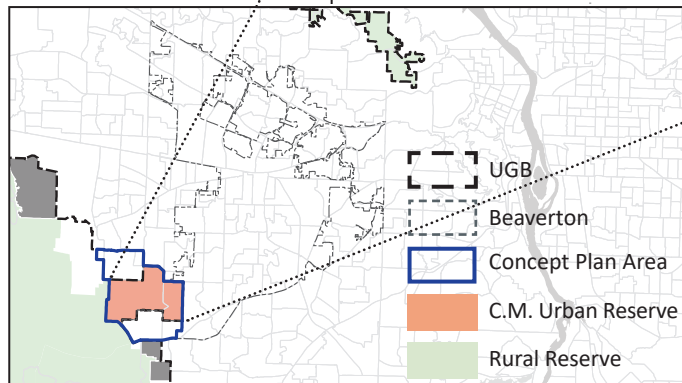
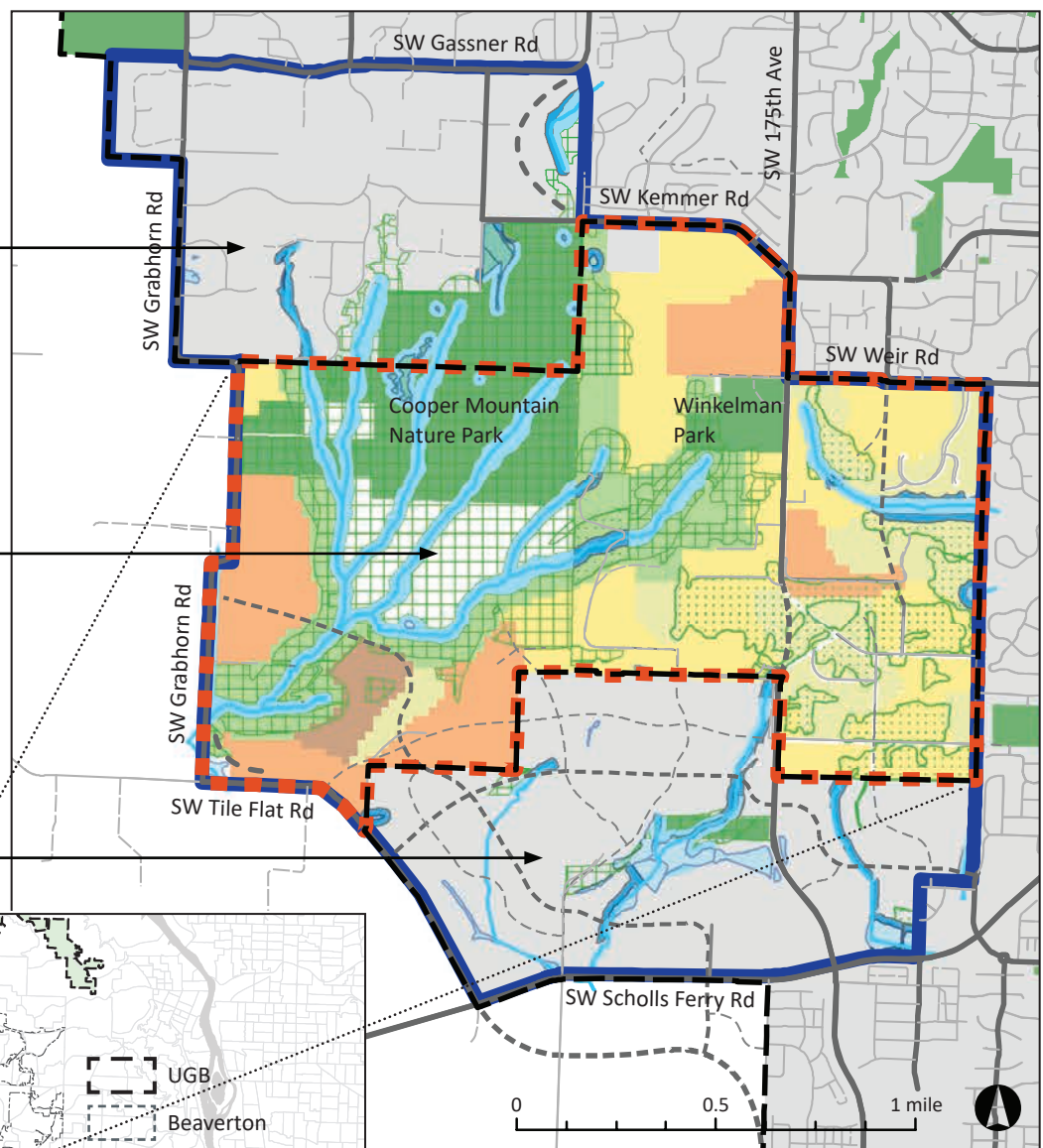
Inside the UGB, located in unincorporated Washington County

Cooper Mountain Urban Reserve

Outside the UGB, located in unincorporated Washington County

South Cooper Mountain

Inside the UGB, located in Beaverton



allows pipes to run from South Cooper Mountain, through the urban reserve, and into North Cooper Mountain. This facilitates the efficient development and delivery of water, sewer, and stormwater services in the concept plan area.

North Cooper Mountain, especially, cannot be efficiently served without access to a robust utility infrastructure network. Most lots in North Cooper Mountain remain on individual septic systems. If the septic systems fail, lots in the southern two-thirds of North Cooper Mountain have no sanitary sewer connection options without provision of gravity sanitary lines through the urban reserve. Allowing it to capitalize on investments in the urban reserve not only services current homes, but also unlocks development potential for new homes (1,000 housing units according to Metro’s buildable land inventory).

Funding. Beaverton worked directly with service providers to develop an *Infrastructure Funding Plan* for the concept plan area (Appendix J). The plan in 2014 estimated \$253 million in total infrastructure costs. Parks, water, and sanitary sewer infrastructure could be funded by existing SDCs and private developer contributions. A regional approach to stormwater infrastructure will depend upon collaboration among private property owners and service providers. Transportation infrastructure, accounting for \$113 million, may require a supplemental SDC to finance improvements. In addition, the city is updating its infrastructure plans, and the county is using the *Cooper Mountain Transportation Study* to plan for road upgrades in more detail and identify funding sources for that work.

Agreements with County and Special Districts. Beaverton and Washington County signed an intergovernmental agreement (IGA) providing Beaverton with the authority to annex the area, or portions of it, following addition to the UGB (Appendix I). In addition, a second agreement between both parties addresses the planning of transportation services for the expansion area (Appendix I). Beaverton also signed an IGA with Tualatin Valley Water District (TVWD), which now serves part of the urban reserve. Beaverton will eventually be the water provider for the entire urban reserve. The agreement with TVWD describes how services will transition from the district to the city. Other urban service providers provided letters of support that express their commitments to serve the area (Appendix I). Although they are not “urban service” providers as defined in state law, the Beaverton School District and Hillsboro School District participated in the creation of the concept plan, which includes a schools framework.

Experience Producing Housing in Urban Reserves. Beaverton can facilitate housing production in recently annexed areas – the proof is in South Cooper Mountain. The city adopted the *South Cooper Mountain Community Plan* in 2014, expecting that the plan area would develop over a 20-year period. However, with the upturn in housing development activity, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval. Developers anticipate building homes starting this year. The city estimates the area will be largely built out within five years.

The urban reserve would provide 3,760 housing units, nearly 31 percent of citywide housing demand.

This includes a mix of single-family and multifamily homes so that families at a variety of household incomes can live in the same neighborhood.

EXISTING URBAN AREAS

Factor: Has the city responsible for preparing the concept plan demonstrated progress toward the actions described in section 3.07.620 (Centers, Corridors, Station Communities and Main Streets) of Metros' Urban Growth Management Functional Plan?

Conclusion: Yes, Beaverton encourages growth in existing urban areas by assessing barriers to mixed-use, transit-supportive development and identifying actions that stimulate development in centers and corridors.

Takeaways:

- Beaverton is striving to create a vibrant downtown with transit-oriented development, storefront and tenant improvement programs, street improvements, and an urban design framework that will guide future development.
- The city provides financial assistance and land acquisition for affordable and market-rate housing developments downtown that further city goals.
- Job growth keeps increasing downtown, and 6,500 jobs were added in the past 10 years within two miles of the city center.
- In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects.

Beaverton's Community Vision imagines downtown as the economic, social and cultural heart of the city. To realize this vision, city staff and elected leaders prioritize actions and investments that enhance the vibrancy of downtown. This focus extends to station communities, corridors, and main streets, as they all function as centers of urban life in the city.

City staff and elected leaders rely on the *Comprehensive Plan*, *Community Vision*, and *Beaverton Urban Renewal Plan* to provide policy direction that guides actions and investments. This section highlights several projects and programs that demonstrate the city's commitment to encouraging growth in existing urban areas.

Establish a boundary for the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton has established boundaries for the Metro 2040 Growth Concept design types listed above. They are reflected in the *Comprehensive Plan's* Land Use Element (See Appendix C for land use and zoning maps compliant with Metro Titles 1, 4 and 6). The Land Use Element was updated in 2017 to further strengthen the connection between land use and transportation planning.

Perform an assessment of the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton's Civic Plan serves as an implementation tool to achieve the *Beaverton Community Vision*. Based on community input and technical analysis, the plan presents three strategies — Central City, Land Use & Transportation, and Housing — that assess physical conditions, market conditions, and regulatory barriers to mixed-use and transit-oriented development (TOD). It then identifies actions the city can take to revitalize downtown, grow the economy, ensure diversity of housing stock and expand transportation options.

Adopt a plan of actions and investments to enhance the Regional Center, Corridors, Station Communities and Main Streets.

Prioritizing transit-oriented development. To create a dynamic urban center, the Beaverton Urban Redevelopment Agency (BURA) provides financial assistance for property and business owners to encourage redevelopment downtown. For example, BURA is investing in the transit-oriented subdistrict Beaverton Central, a collection of projects at the former Westgate theater property and The Round. Taking advantage of Metro TOD funding and the nearby Beaverton Central MAX station, the projects within the 12-acre area will further the city's mission to create an exciting downtown — increasing the number of people living, working, and visiting the city's central core. Recent and ongoing projects include:

- **Mixed-use buildings.** The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, the Rise Central, will be completed by winter 2018/2019.
- **Business class hotel.** The Hyatt House Hotel, a 120-room hotel and restaurant within 500 feet of the Beaverton Central Max, will be completed in early 2020.

- **Beaverton Center for the Arts (BCA).** The BCA consultant team completed the preliminary design for a new 550-seat professional theater for dance, live music, and arts education. The team plans to submit land use applications in June 2018.
- **BG's Food Cartel.** The city provided a matching grant to the developer for BG's Food Cartel, a collection of 31 food carts developed on a vacant property across from City Hall that opened in February 2018.

Designing downtown. In 2017, Beaverton kicked off the Downtown Design Project. By spring 2018, the project will provide:

- **An urban design framework** for a vibrant downtown by defining districts and gateways, outlining building design and placement, highlighting opportunities for gathering areas, and identifying connections for pedestrians and bicyclists.
- **Updated development rules** to ensure the urban design framework can become a reality, removing barriers to mixed-use development.

Increasing housing density. In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects. Through the Vertical Housing Development Zone (VHDZ) program, the city plans to add even more. The city's VHDZ program offers a partial tax exemption to eligible projects within designated areas to encourage higher density, mixed-use residential development near transit. As of May 2018, the city has designated three VHDZs but may add two more in the coming year.

Investing in building improvements. To attract new businesses and private investment, the city offers Storefront Improvement and Tenant Improvement grants. The Storefront Improvement Program helps revitalize the facades of buildings downtown. The Tenant Improvement program helps restaurants redesign interiors to be more inviting. As of May 2018, the city has completed 11 storefront improvement projects and 7 tenant improvement projects. The city is working on 25 additional projects in 2018.

Creating restaurant row. The city is actively recruiting restaurants to set up shop within downtown's burgeoning restaurant row. The newest addition is Ex Novo Brewing, a craft brewery with a restaurant and tap room, that will occupy the historic Cady Building within blocks of MAX and WES rail lines.

Enhancing connectivity. The city is completing construction on the Beaverton Creek shared-use path, a 10-foot wide path for pedestrians and cyclists that will connect the Beaverton Transit Center with the Beaverton Central MAX station (expected completion: summer 2018).

Strengthening culturally diverse neighborhoods. The *Allen Boulevard District Plan*, in progress, will identify goals and prioritize actions to help achieve desired outcomes for this culturally diverse district, home to a significant number of low-income households, immigrants and refugees.

Connecting town centers. If Metro approves the city's proposal to expand the urban reserve, Beaverton will advance Metro's 2040 Growth Concept because the urban reserve could connect two town centers – Aloha and Murray Scholls – and two major corridors – SW Tualatin Valley Highway and SW Scholls Ferry Road.

Many communities of color live near Allen Boulevard. That is why Beaverton is working with Spanish, Arabic, Korean, and Chinese community liaisons to talk with residents and business owners for the Allen Boulevard District Plan.

AFFORDABLE HOUSING

Factor: Has the City of Beaverton implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas?

Conclusion: Yes, Beaverton creates and funds programs that support building affordable and market rate housing, preserve low-cost market rate housing, and address homelessness.

Takeaways:

- City Council’s top 10 priorities for 2018 include five housing initiatives.
- Beaverton provides financial assistance and helps acquire land for housing projects that meet the needs of households making 0-80 percent AMI.
- Beaverton’s development code facilitates a diverse supply of affordable housing types.
- The city is creating a best practices toolkit to preserve low-cost market rate housing (not subsidized).
- Beaverton is meeting with affordable housing developers and nonprofits to discuss strategies for integrating affordable housing into the community planning process for the urban reserve.

Beaverton’s City Council identified housing as the most important issue of 2018 – 5 of 10 Council priorities address the regional housing crisis. Council relies on policies in the city’s *Comprehensive Plan*, *Civic Plan*, and *Community Vision* to guide staff in addressing housing issues. In 2016, the city updated the policies in the Housing Element of the *Comprehensive Plan*. To implement these policies, Council adopted the *Beaverton Housing Five Year Action Plan* in 2017. Updated annually, the Action Plan pairs specific actions with forecasted budgets, addressing a spectrum of housing needs from emergency shelter to executive-level housing, with an emphasis on affordable housing. This section briefly discusses the highlights of that plan. More can be read about these initiatives in Appendix B.

Homelessness. The Mayor convened an internal Blue Ribbon Committee in 2016 to identify homeless issues affecting Beaverton. Recommendations to staff included opening a severe weather shelter (now serving 450 people/year), providing financial assistance to Beaverton Family Promise Shelter (Beaverton’s first family shelter), and keeping people in their dwellings through service programs and financial assistance. In addition, the Mayor and Council allocate nearly \$200,000 per year to social services that prioritize homelessness prevention.

Affordable Housing. Beaverton understands that in addition to providing shelter and services, it is critical that it focuses resources on developing new affordable housing, preserving low-cost market rentals, and dispersing projects throughout the city. This section focuses on actions taken to preserve and increase the supply of affordable housing in existing urban areas.

Policies. The city relies on Metro Title 7 to guide strategies for integrating affordable housing in multiple neighborhoods; creating balanced housing options, at all price levels; and adopting strategies to address displacement in neighborhoods. The city pays development review and some SDC fees for affordable housing projects. Beaverton also provides tax exemptions for affordable housing projects, along with six other partners. Five projects, including 314 housing units, have saved over \$1 million in property taxes (a combined total for the city, county, and service providers). In addition, the city’s development code allows:

- Reduced minimum parking requirements for households less likely to own a car.
- Density bonuses for Planned Unit Developments that include affordable housing.

Regarding Accessory Dwelling Units (ADUs), the city’s regulations are close to meeting the requirements of SB 1051, and will be updated soon (the city will accept applications for ADU development consistent with SB 1051 in the interim). Beaverton is preparing to launch a study evaluating “missing middle” housing development opportunities in the coming year that will include an update of ADU rules, fulfilling the intent of Metro Title 1.

Programs. Beaverton employs an affordable housing toolkit that includes land acquisition and assemblage, predevelopment assistance, gap financing, SDC relief and vertical housing development zones. For example, the city has acquired land and conveyed it to developers for new affordable housing developments at a value of \$1.2 million for 98 units. Funding for these actions comes from Community Development Block Grant (CDBG) funds, Beaverton Urban Redevelopment Agency (BURA) funds, and the city’s General Fund (GF).

Recent affordable housing development successes include The Barcelona (47 units affordable), Bridge Meadows (32 of 37 units affordable), and Rise Central (15 of 230 units affordable).

Recent affordable housing ownership successes include funding low-income housing rehabilitation, including 40 units for Habitat for Humanity, and a financial commitment to Proud Ground (\$380,000 in the past several years for seven homes). Proud Ground relies on a shared equity housing trust that provides homes to first-time homebuyers between 30-80 percent Area Median Income (AMI).

The city’s affordable housing tax-exempt program reached a milestone of \$1 million in leveraged subsidies in 2017.



Housing for families making 0-30% AMI.

The Barcelona is a 47-unit affordable housing complex downtown, giving priority to low-income households. The City of Beaverton expended \$409,000 in General Fund dollars to purchase the site.



Intergenerational living. Bridge Meadows provides affordable housing at 30-80% AMI for adoptive families of foster youth and older adults (32 of 37 units). The project benefited from a \$30,000 predevelopment grant, a \$200,000 loan, and an exemption from all property taxes.



Market rate with affordable housing. The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, Rise Central, a Metro TOD award recipient, will be completed by winter 2018/2019.



Beaverton's Affordable Housing Preservation and Development Study outlines programs and funding mechanisms for preserving and increasing the supply of affordable housing.

Outreach. In 2017, Beaverton kicked off a five-part Housing Talks series attended by the Mayor, City Council, developers, affordable housing nonprofits, and city staff. The series seeks to create a common knowledge base regarding housing issues that will assist the Mayor and Council as they continue to confront the housing crisis and make policy decisions regarding housing development, tenant protections, and the city's role in housing. The city also talked with community members who are experiencing housing affordability issues and compiled their stories in [Voices of Beaverton](#).

Best Practices Research. Funded by a \$100,000 Metro Equitable Housing Grant, the city is finalizing recommendations for the *Beaverton Affordable Housing Preservation and Development Study*. The outcome is a set of recommendations for programs and funding mechanisms that help maintain the existing supply of income-restricted and low-cost market rate (LCMR) family housing and support the development of new affordable or mixed-income multifamily housing. As of January 2018, Beaverton has 17,270 total multifamily housing units: 805 are regulated, 448 are senior-specific, and nearly 16,000 are unregulated units without funding restrictions. The recommendations below apply to existing multifamily housing, as well as future projects:

- Use potential funding sources such as city funding sources (general fund revenue, tax increment financing revenue, and a potential construction excise tax) and partner funding sources (proposed countywide local option levy and proposed Metro general obligation bond) to invest in the provision of and preservation of affordable housing.
- Consider a housing preservation and development fund, an updated city land acquisition strategy, a citywide multifamily tax exemption, full or partial SDC exemptions, development code amendments, a community land trust, and a Real Estate Investment Trust with a mission to preserve LCMR housing and stabilize rents.

Market Rate Housing. The city is currently focusing development efforts on mixed-use projects downtown and in South Cooper Mountain. A recent project downtown includes LaScala, a mixed-use building with 44 market rate residential units, co-located with The Barcelona, a 47-unit affordable housing complex. In South Cooper Mountain, projects are still in the permitting phase. However, early plans indicate a mix of single-family detached, single-family attached, and multifamily housing that would respond to the needs of families at a variety of household incomes.

Next Steps. Beaverton has many affordable housing options, regulated and low-cost market rate, for families making up to 80 percent AMI. These homes are located throughout the city (in six of eight neighborhoods), and usually located near transit to reduce transportation costs. The city is committed to working with affordable housing partners to find opportunities for affordable housing in the urban reserve, keeping in mind that the targeted population, in the short term, may need to be people with automobiles because of the lack of transit and services in the area. The city also will consider prioritizing affordable housing as part of the community planning process that would follow UGB expansion.

METRO OUTCOMES

People live, work and play in vibrant communities where their everyday needs are easily accessible.

Beaverton envisions the urban reserve as a model of sustainable development — walkable neighborhoods linked by parks, trails and schools. The concept plan illustrates site-specific design strategies that privilege natural resource protections, accommodate public infrastructure, and connect to safe transportation routes. These guiding principles shape the vision of the urban reserve because it is what people expect when they live in Beaverton.

Known for great schools, scenic parks, and cultural diversity, the city relies on Metro Title 12 to provide guidance on creating livable neighborhoods. For example, the city updated the *Comprehensive Plan* to encourage higher intensity development near MAX and WES stations, creating mixed-use communities that co-locate housing, jobs, services and transit. The city plans to study, as part of a follow-up community plan for the urban reserve, whether small commercial nodes can be provided so people who live in the urban reserve have goods and services readily available.

Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.

In collaboration with industry partners and local governments, Beaverton fuels economic growth by leveraging regional strengths to attract local investments. For example, the Economic Development team recruits and supports industries that provide jobs at a range of salaries, from family-wage to executive. These industries tap into subregional business clusters such as electrical equipment, scientific and medical instruments, food processing companies, software and information services, and sporting equipment and apparel. Beaverton also provides CDBG grants to area nonprofits that provide job training skills for residents of Beaverton.

Factor: Has the City of Beaverton taken actions to advance Metro’s six desired outcomes set forth in Chapter One of the Regional Framework Plan?

Conclusion: Yes, Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs, safe and reliable transportation, parks and recreational opportunities.

Takeaways:

- Beaverton encourages development and land use patterns that support a variety of transportation options.
- Beaverton will plan the urban reserve to advance Metro’s outcomes by providing walkable, mixed-use communities near jobs, parks, and multimodal transportation options.
- The *DEI Plan* emphasizes racial/ethnic diversity, and eliminating barriers that exist for communities of color, immigrants and refugees.

Sexton Mountain. A walkable, livable neighborhood known for strong community involvement, the Sexton Mountain Neighborhood Association Committee partners with the local elementary school on several projects, such as the Safe Routes to School Program.



People have safe and reliable transportation choices that enhance their quality of life.

In February 2018, Beaverton released the *Active Transportation Plan* (ATP) to make the city a better place for people traveling by bicycle, on foot, by wheelchair, or accessing public transit. The ATP identifies solutions that aim to fill gaps in the networks among neighborhoods. Beaverton has already included priorities in the *City's Capital Improvement Plan*, including five pedestrian projects and five neighborhood bikeway projects. Beaverton also has extensive plans for all modes, including automobiles and freight, in its *Transportation System Plan*. In addition, the city works closely with Washington County to enhance the transportation system, including major arterials in Beaverton. Already underway, Beaverton is providing input on the county-led *Cooper Mountain Transportation Study*, which is currently evaluating three concept plans for transportation in the urban reserve area.

The region is a leader in minimizing contributions to global warming.

Beaverton encourages energy conservation and efficiency by participating in national programs that reduce building energy usage and providing incentives to community members. In 2017, Beaverton achieved the highest designation of SolSmart Gold, a national initiative which recognizes cities that streamline solar development processes. Beaverton also participates in the Better Buildings Challenge which aims to make buildings 20 percent more energy efficient by 2020. A leading contributor is the Beaverton School District, nationally recognized for efficiently operating 5 million square feet of building space in 51 schools.

Current and future generations enjoy clean air, clean water and healthy ecosystems.

Beaverton protects the water supply by aligning the *Beaverton Code*, *Development Code*, and the city's *Storm Drainage System Facility Plan* to implement measures that prevent flooding, minimize erosion at construction sites, and enforce grading standards that help prevent landslides and degradation of streams. The city relies on cooperation with regional partners to meet these standards and comply with Metro Titles 3 and 13. In addition,



The Round. A transit-oriented development at the Beaverton Central MAX station, The Round is a mix of office space, retail shops, local restaurants, and luxury condominiums with light rail in the center of the plaza.

the city maintains healthy ecosystems by protecting significant natural resources, offering incentives for sustainable development, and providing access to parks. Adding the urban reserve will further advance this outcome.

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

To advance the city's equity work, Beaverton's volunteer Diversity Advisory Board (DAB) created a [*Diversity, Equity, and Inclusion \(DEI\) Plan*](#), adopted by the City Council in 2015 (Appendix A). Organized by eight key areas, the plan focuses on eliminating barriers for communities of color. For each key area, the city tracks outcomes and releases a progress report every two years.

Beaverton was also the first local jurisdiction to commit to *Leading With Race: Research Justice in Washington County*, a report on communities of color to be released in June 2018. The study reveals outcomes and indicators for communities of color in Beaverton. With this data, the city can develop policies that address inequities for communities of color at a granular level.

Using data from the *DEI Plan* and *Leading with Race*, the city can evaluate whether housing, transportation, job and park outcomes are worse for communities of color, and if so, what can Beaverton do to address these issues.

In Beaverton, communities of color generally live in neighborhoods near public transit and within ½ mile of parks. However, housing and job outcomes are worse for communities of color.

- **Housing.** More than half of Latino, Native American, Asian, Chinese, Filipino, Native Hawaiian and Pacific Islanders, and Middle Eastern and North African communities in Central and East Beaverton spend more than 30 percent of their income on housing. In addition to supporting affordable housing projects, Beaverton provides rental assistance, offers mediation services for rental disputes, and administers CDBG grants that support affordable homeownership and home repairs for communities of color in low-income areas.
- **Jobs.** All communities of color in Central and East Beaverton, except for Slavic households, have lower median household income than the White community. Beaverton provides CDBG grants, annually, to nonprofits providing technical assistance to people of color to increase household income via self-employment. The city also partners with Unite Oregon in hosting the BOLD program, a leadership development and civic engagement training for emerging immigrant and refugee leaders and leaders of color in Beaverton.

Planning projects also strive to include multicultural engagement that reaches people who traditionally are underrepresented in planning efforts. For example, the city hired Community Engagement Liaisons (CELs) to conduct outreach for a project involving the Allen Boulevard District, home to a significant number of low-income households, immigrants, and refugees. Spanish, Arabic, Korean, and Chinese CELs are meeting people in their homes, restaurants, and schools to determine what improvements they want to see in their neighborhood. Having recently completed engagement, the city will soon develop goals, potential actions and an implementation plan for the future of this district.

Beaverton's Diversity, Equity, and Inclusion Plan places a special emphasis on racial and ethnic diversity, and eliminating the barriers that exist for communities of color, immigrants and refugees in our community.

CONCLUSION

Like many other cities in the region, Beaverton is finding it difficult to meet community housing needs. The city knows that adding the urban reserve will not alleviate the current crunch in housing. The land will not be ready to build for a number of years – it takes significant time to create the policy framework and to plan and finance the infrastructure. That said, adding the urban reserve now provides the foundation for development to occur in five or more years.

Beaverton has shown, in South Cooper Mountain, that the city has the capability of working with the development community to build new neighborhoods in an urban growth expansion area. Along the way, the city has learned many lessons, including coordinating infrastructure service provisions, updating the development code to reflect the unique aspects of large greenfield developments, and building relationships with property owners and the development community. In addition, the city has also hired additional development review staff in anticipation of housing projects in the pipeline. Development in the Cooper Mountain Urban Reserve will benefit from these lessons learned, ensuring an even smoother process.

In conclusion, Beaverton is asking Metro to add the urban reserve to the UGB because the city needs more land for housing. The expansion will not only increase housing supply but also connect the urban reserve with South Cooper Mountain and North Cooper Mountain, making a reality of the vision established in the South Cooper Mountain Concept Plan.

Future Neighborhoods.

Beaverton will create livable, walkable communities in the in the Cooper Mountain Urban Reserve that complement existing neighborhoods and commercial areas so the area is a part of greater Beaverton.



An aerial satellite image showing a mix of residential housing, a golf course, and a winding river. The text 'WITCH HAZEL VILLAGE SOUTH' is overlaid in large white letters.

WITCH HAZEL VILLAGE SOUTH

Landsat/Copernicus © Google

Housing Needs Analysis (3.07.1425[d][1])

The City of Hillsboro adopted its Housing Needs Analysis (HNA) (see Attachment A “HNA Summary”) along with the Comprehensive Plan Update on November 21, 2017. DLCDC confirmed receipt of the notice of adoption on December 8, 2017 (DLCDC File # 016-17) and an appeal was not filed within 30 days, meaning that the HNA is considered acknowledged (see Attachment B). The Hillsboro’s HNA included the following conclusions:

“Hillsboro’s current development policies exceed state requirements for future planning of development densities. On vacant land within the Hillsboro city limits, planned densities meet the City’s obligation under OAR 660-007 to provide opportunity over an overall density of ten or more dwelling units per net buildable acre. Hillsboro’s overall average capacity on vacant buildable residential land is 16.6 dwelling units per net buildable acre.”

The City has the capacity to support the housing need forecasted in Metro’s 2014 Urban Growth Report (16,040 units), and complies with Title 1 (Housing Capacity) of the UGMFP (see the 2016 Compliance Report in Attachment C) by implementing a “no net loss” of housing capacity. At 16.6 dwelling units per net buildable acre, the overall capacity on vacant land in the city also exceeds state Metropolitan Housing Rule requirements (10 dwelling units per net buildable acre). At 11.7 dwelling units per net buildable acre, development in WHVS would also exceed these requirements.

The HNA demonstrates that Hillsboro is planning for a complete, balanced community that serves different people at different points in their lives. The city currently has a range of housing types, including single-family detached and attached, duplex, multifamily, and mixed-use developments. The City’s housing stock is currently diversifying and will continue to diversify with the growth of the City’s Regional Centers and Town Center, as well as the development of South Hillsboro’s “Town Center” and “Village Center” (not designated by Metro as 2040 centers). In fact, up to two-thirds of the city’s housing capacity is for multifamily and attached single-family units (with a projected deficit of single-family units compared to demand).

Hillsboro’s Comprehensive Plan further supports a diverse range of housing types in the future, establishing a policy framework that includes a variety of options for households of all incomes, ages, and living patterns (see Goal 1 Housing Choice, Goal 4 Supply, and Goal 5 Innovation in Attachment D). A mix of housing types combined with higher densities in centers and along corridors will support the development of smaller units with lower land costs and increased opportunities for transit, all of which can facilitate more affordable housing. As a result, Hillsboro’s current and planned housing mix is compliant with Goal 10 and Title 7 (Housing Choice) of the UGMFP (see the 2016 Compliance Report in Attachment C).

47% attached/multifamily units, more than the County and region	851 mobile and manufactured homes, affordable to 30-50% MFI	21% cost-burdened renters paying 50% of monthly income on rent
60% proportion of attached/multifamily permits 2000-2014	14% cost-burdened households, compared to 17% regionally	

Concept Plan (3.07.1425[d][2])

The Witch Hazel Village South (WHVS) Concept Plan establishes a design vision for this new community and describes how it can be reasonably funded and readily integrated into the surrounding urban area. Based on a demonstrated shortage of land for single-family housing in Hillsboro even after the full build-out of South Hillsboro, and a regional need for more housing, the WHVS Concept Plan envisions a cohesive residential community providing a mix of housing types, parks and open spaces, and a high level of connectivity for vehicles, bikes and pedestrians.

- The Concept Plan has been developed to ensure that all Title 11-required elements are addressed (see Attachments D and E) and was deemed compliant by Metro staff on April 19, 2018 (see Attachment F). The Concept Plan includes a conceptual financing outline that will eventually be expanded to the level of detail in the South Hillsboro Finance Plan Overview (see Attachment G).
- The Hillsboro Planning Commission signed an order (Attachment H) on April 11, 2018 recommending City Council endorse the Witch Hazel Village South Concept Plan and UGB expansion request.
- The Hillsboro City Council endorsed WHVS Concept Plan in Resolution 2592 on May 15, 2018 (see Attachments I and J).
- Washington County, Oregon Department of Transportation, Clean Water Services and Tualatin Valley Fire and Rescue submitted letters of support for the Concept Plan (see Attachment L and see the Intergovernmental Agreement in Attachment K).
- Five of the WHVS Concept Plan Area’s twelve property owners, who own the majority of land in WHVS, submitted a letter to Metro in November 2015 expressing an interest in their properties being included within the UGB (see Attachment M).
- Metro’s 2016 Compliance Report concludes that Hillsboro is currently in compliance with the Metro Code requirements included in the Urban Growth Management Functional Plan (UGMFP) and the Regional Transportation Functional Plan (see Attachment C).

The population of Hillsboro has grown 42 percent since 2000 and that trend is expected to continue into the future. Since 1999, the UGB has been expanded around Hillsboro to ensure a 20 year supply of land for jobs and housing. The Witch Hazel Village neighborhood of Hillsboro, a 1999 UGB expansion area, met its targeted buildout of 1,200 units with a diversity of housing types. The 2002 UGB expansion for employment in North Hillsboro has approximately 600 jobs and construction is

underway for entitled development. In addition to these two UGB expansion areas, about 1,650 additional acres have been brought into the UGB in North Hillsboro since 2002 for future employment and 1,400 acres in South Hillsboro for future residential. Moving out of the great recession, the City has worked through significant infrastructure, funding, governance, and regulatory issues needed for development to occur in these UGB expansion areas.

To keep pace with housing needs and maintain jobs/housing balance, the City broke ground on South Hillsboro in 2016. South Hillsboro has nearly 2,100 housing units to be constructed by 2020, and a total of 8,000 housing units at full buildout by 2035. The City recently created a North Hillsboro Industrial Renewal District to facilitate the recruitment of employers. Since 2010, industrial land has been rapidly absorbed in the North Hillsboro Industrial Area at an average of 70 acres per year, totaling over 556 acres.¹ The City's UGB expansion areas have been or are in the process of developing, demonstrating the City has the capacity and partnerships required to be successful in the development of future expansion areas. Developing communities in the city, including North and South Hillsboro, and Witch Hazel Village South (WHVS), will be instrumental in providing land for current and future Hillsboro residents and employees.

156,000 people by 2045, an increase of 1.5 times	118,000 employees by 2045, an increase of 1.7 times	13,200 dwelling unit permits from 2000 to 2017, an average of 776 per year
---	--	---

Centers, Corridors, Station Communities and Main Streets

(3.07.1425[d][3])

The City has made great strides over the years to emphasize the growth and development of the Hillsboro Regional Center (Downtown Hillsboro), Tanasbourne-AmberGlen Regional Center, Orenco Town Center, its large Employment District (North Hillsboro), transit station communities along the TriMet MAX light-rail line, and several designated Corridors running through the City. Some highlights are included below.

¹ Land absorbed is defined here as any industrial-zoned, vacant parcel within the North Hillsboro Industrial Area classified under one of the four following categories: transacted, entitled, under construction, or developed. The absorption rate and total acreage capture approximate activity between January 1, 2010 and December 31, 2017.

Hillsboro Regional Center (Downtown Hillsboro)

On December 14, 1995, Metro Ordinance 95-625A designated the Hillsboro Regional Center and adopted the original 2040 map. Downtown Hillsboro is an active district and the historic heart of the City with buildings dating to the late 1800s. The area contains historic residential neighborhoods and the city's traditional Main Street. The Civic Center (city hall) is located here, along with the Washington County courthouse and administrative offices situated right across the street. Downtown is also home to the local community hospital - [Oregon Health & Science University partner](#), [Tuality Healthcare](#) - and [Pacific University's College of Health Professions](#). City officials and community leaders have recognized the importance of planning for the continued vitality of Downtown and the surrounding neighborhoods. Over the years the Station Community (Max line) planning effort, the Downtown Renaissance plan, and other initiatives have addressed specific aspects of how the City should proceed in regard to downtown revitalization.

In November 2009, the City Council adopted the Downtown Framework Plan (DFP), which is intended to guide future public and private actions in Downtown Hillsboro and the surrounding neighborhoods. It consists of a comprehensive vision for Downtown and close-in neighborhoods, specific short- and long-term actions to turn the vision into reality, and an implementation component to provide the funding and regulatory tools necessary to carry out those actions.

A Downtown Urban Renewal District was formed in May of 2010. Urban renewal is a fundamental tool to implement the Downtown Framework Plan. The City has also been pursuing public/private partnerships to catalyze mixed use development in the downtown area through recently-completed projects like 4th and Main apartments with ground floor retail and pending projects like Block 67 which the City purchased in 2016 and recently partnered with developer Project to lead the planning and design for a 3.8 acre catalytic mixed-use project adjacent to a Max station. Additionally, the City conducted a Downtown Retail Market Analysis in May 2017 which included an assessment of Downtown's current position in the market place, researched preferences and identified next steps to strengthen opportunities for new development.

Tanasbourne-AmberGlen Regional Center

On December 14, 1995, Metro Ordinance 95-625A designated the Tanasbourne Town Center and adopted the original 2040 map. On December 16, 2010, Metro Ordinance 10-1244B added the AmberGlen area to Tanasbourne and re-designated the new center as a Regional Center.

AmberGlen is a 605-acre area originally built as a suburban office employment park that consisted of low-intensity business, office, and institutional uses, some large undeveloped parcels, and passive open spaces located near Hillsboro's growing residential and employment populations. In 2010, in conjunction with property owners and businesses, the City prepared the AmberGlen Community Plan document that offers a vision to create a vibrant center with intensive, mixed-use development and high- quality pedestrian and environmental amenities. The AmberGlen Community Plan was followed by an implementing Community Development Code Plan District. The City is pursuing

market-delivered development projects for leverage as a way to achieve higher than the minimum required density goals, while also making an attractive Regional Center. The City has acquired the full acreage of the Central Park property which serves as a focal point for all residents and employees of the district. Since 2010, about 1,500 units have been built in AmberGlen toward the community plan goal of intensifying development near transit corridors and adjacent to employment areas. An expansion project at the Kaiser Westside Medical Center and several hotels and multi-use commercial buildings have been built in AmberGlen and Tanasbourne to date. The 612-acre Tanasbourne area is home to a rich mix of shopping, civic amenities, and services in a horizontal mix of uses. Similar to AmberGlen, the Tanasbourne Community Plan updated in 2015 envisions a dense mixed-use entertainment district that redevelops the existing superblocks.

Orenco Town Center

On December 14, 1995, Metro Ordinance 95-625A designated the Orenco Town Center and adopted the original 2040 map. In 1996, the Hillsboro Planning Commission approved the Orenco Station Concept Development Plan on a 135-acre area located relatively close to a TriMet MAX light-rail stop. The goal of this plan was to assure development of pedestrian sensitive, yet auto-accommodating, communities containing a range of residential housing types, mixed-use residential, free standing neighborhood commercial uses and employment opportunities. Upon completion, Orenco Town Center Phase 1 was heralded as the most interesting experiment in New Urbanist planning anywhere in the country and one of the country's seminal examples of suburban transit-oriented development. Phase 2 of the Orenco Town Center development was located south of Phase 1 and consists of primarily multi-family residential with some mixed-use. Phase 3 of the Orenco Town Center development, located beside the TriMet MAX light-rail stop, includes the recently completed mixed-use Platform District, an accompanying civic plaza, an affordable senior housing project, and a recently completed workforce housing project that is the largest "passive house" structure in the nation and one of the biggest in the world. The Orenco Town Center today has approximately 2,500 housing units.

Comprehensive Plan/Community Development Code

Hillsboro's recently adopted Comprehensive Plan identifies and establishes boundaries for design types that integrate typologies consistent with the 2040 Growth Concept. The Design Types Map (see Attachment N) adds neighborhood and village centers consistent with Title 12 and additional corridors beyond those required by Title 6. The added corridors include segments with existing high-capacity transit passing through a Regional and Town Center or future planned high-capacity transit designated in the Transportation System Plan (TSP) and Regional Transportation Plan (RTP) and passing through a Center or Employment District. Additionally, the forthcoming Comprehensive Plan implementation measures will provide the actions and investments for continuing the enhancement of centers and corridors.

Further, the Community Development Code includes 10 mixed-use and urban center zones, including specific designations for Mixed Use – Village Town Center, Station Community Residential

– Village, Urban Center – Neighborhood Center, as well as other existing code provisions including a variety of standards and incentives to encourage and provide for mixed-use, pedestrian-friendly, and transit- supportive development. Existing zoning designations in the City already allow the mix and intensity of uses associated with the land use designations specified in 3.07.640(B), including commercial, retail, institutional and civic, and sufficient to support public transportation at the level prescribed in the RTP.

Affordable Housing (3.07.1425[d][4])

“Goal 2 AFFORDABILITY: Provide opportunities for housing at prices and rents that meet the needs of current and future households of all income levels.”

— Hillsboro Comprehensive Plan

Over the past several decades, the City has been a supportive partner in the development and preservation of affordable housing for low-income working families, individuals, and those living on limited and fixed incomes. Since the late 1990s, the City has participated in the Washington County Home Investment Partnership (HOME) Consortium. Since 2000, HOME dollars (averaging \$222,000 per year) have assisted non-profit affordable housing developers in providing 612 rental affordable units in Hillsboro. The City has recently become the grantee and administrator of the Community Development Block Grant (CDBG) program. Prior to this, the City participated in a joint Community Development Block Grant (CDBG) program with Washington County. A portion of the federal CDBG funds that the City receives (averaging \$650,000 per year) has provided grants and loans to low-income Hillsboro homeowners and renters for housing rehabilitation and repair.

Since the mid-2000s, the City has also supported the development and preservation of affordable housing by contributing \$80,000 annually from the General Fund to the Community Housing Fund (CHF). The CHF is a local non-profit that serves as a catalyst to leverage community financing for the new construction and rehabilitation of affordable housing. City contributions to CHF have typically been used within a revolving loan fund program supporting affordable housing pre-development costs. Since 2006, CHF has lent \$1.5 million to locally active nonprofits like Habitat for Humanity, Northwest Housing Alternatives and REACH CDC who have leveraged over \$50 million in permanent funding sources to complete nearly 350 units in Hillsboro.

The City has also directed General Fund dollars through a competitive grant program to local non-profit Community Action to provide emergency rental assistance, weatherization support, and/or utilities assistance to low-income households. This year the Community Services Grant Program also provided funds to many other non-profit organizations offering housing services, including: Albertina Kerr Centers Foundation and Sequoia Mental Health Services, Inc. providing housing assistance for people with disabilities, Bienestar working to build housing for working poor families, Impact NW offering rental and energy bill assistance, Rebuilding Together arranging low-income home repair services, and other low-income and homeless service providers. Starting in fiscal year

2018, the City will grant \$200,000 annually for the Community Services Grant Program. Additionally, through the new three-year Community Impact Grant pilot, the City awarded \$120,000 to Community Hands Up for rental and utility assistance.

Hillsboro's HNA demonstrates that the market, with the City's support, has developed of a substantial amount of housing, much of it more affordable than in Portland's Central City. Current housing supply meets demand for all incomes except those households at the lowest (extremely low-income households earning less than \$25,000) and highest ends of the spectrum (households earning more than \$100,000 per year). Due to the average time frame from bringing an area into the UGB for infrastructure development and ultimately housing construction, the HNA recommends working with regional partners in the short-term to plan for areas providing long-term opportunities for single-family housing. Last month, the City provided \$300,000 in gap financing for the affordable housing Willow Creek Crossing project.

2,100 regulated affordable housing units	6% of the City's housing supply that is regulated affordable housing	5% proportion of regional (MSA) regulated affordable housing units in Hillsboro
142 regulated affordable housing units added between 2011 and 2015	14% highest share of regulated affordable units for regional/town centers*	*excluding Portland's Central City

The City will continue to support near-term affordable housing development to meet projected future demand, particularly for the lowest-income households, on infill sites with access to services and high-frequency transit such as the recently-approved Willow Creek Crossing and Orchards at Orenco Phase III that will bring more than 170 additional affordable housing units to Hillsboro. Toward this goal, the City Council adopted 2018 Guiding Principles and Priorities that include continuing to work with community partners to resolve homelessness and creating partnerships to encourage and support the development of more affordable housing. The resulting Affordable Housing Policy and Action Plan (see Attachment O) builds off of the framework for meeting affordable housing needs in the Comprehensive Plan (see Goal 2 Affordability in Attachment D) to identify specific action items that the City will take by 2020. In addition to continuing the efforts already described above, these actions include:

- Conducting affordable housing development feasibility analysis on select City-owned parcels and, if the results are positive, issue requests for affordable housing proposals from developers.
- Considering amendments to the Community Development Code that reduce minimum parking requirements for affordable housing.
- Exploring opportunities to preserve existing, naturally-occurring affordable housing.
- Evaluating emerging practices such as tiny houses, secondary dwelling units, and cottage housing as a means of providing affordable housing.

- Considering opportunities to provide gap financing to nonprofit affordable housing developers.
- Continuing advocacy for affordable housing funding and resources.

Out of Council’s priorities, the City formed a Housing Affordability Team (“HAT”) dedicated to broadening staff’s knowledge base in affordable housing, building relationships with community stakeholders, and studying and pursuing ways for the City to make a greater impact. Over the past year, HAT members have met with well over a dozen local nonprofit affordable housing developers and advocates and worked with consultants to conduct market analysis evaluating the effectiveness of different tools for providing affordable housing.

The WHVS Concept Plan includes single-family housing opportunities to meet the city’s current deficit for higher-income households and future projected demand for single-family detached housing. Additional housing opportunities include apartments and a variety of “missing middle” housing types describing the range of multi-unit or clustered dwellings compatible in scale with single-family homes. In addition to public sector efforts to encourage housing that is attainable to residents at varying income levels, it is anticipated that the following private-sector efforts may be employed at WHVS:

- Utilize planned unit development allowances for reduced lots sizes and density increases to reduce relative infrastructure costs on a per unit basis and provide a broader range of housing price points.
- Encourage development of accessory dwelling units.
- Use of innovative housing types such as cottage clusters, cohousing and other housing types that allow for greater densities and choice.

Advancing Metro’s Six Desired Outcomes (3.07.1425[d][5])

1. People live, work, and play in vibrant communities where their everyday needs are easily accessible.

Hillsboro has earned its reputation as a highly-desirable place to live and work. Due to award-winning urban planning, the city boasts an affordable cost of living, a strong economic base, and high-quality parks and natural areas. Hillsboro’s recently updated and innovative Comprehensive Plan supports the creation of livable neighborhoods. As stated in the Plan, homes will be located in well-designed places to live that are attractive, safe, and healthy, and incorporate open space and recreation, multi-use paths, and retail and services nearby. Neighborhoods will embrace density at levels to support transit service and will combine homes, businesses, and open space into compatible mixed-use developments designed to respect historic context and complement street standards. Development will include a range of housing choices and employment types, a mix of land uses, and innovative design to foster efficient growth and activate the public realm, while also

responding to the risks associated with gentrification. The Comprehensive Plan emphasizes an inclusive and “complete” community that balances the economic, environmental, social, and energy consequences of urban growth with a variety of community needs.

Hillsboro has demonstrated its commitment to accessible and vibrant communities in recent planning efforts from compact development supporting active transportation and transit in South Hillsboro to dense redevelopment in AmberGlen and Tanasbourne and transit-oriented podium-style development in Orenco Station and Downtown. The WHVS Concept Plan seeks to continue this tradition of planning for livable places with the goal of creating a vibrant community where people can access their daily needs through close proximity to services via safe and reliable transportation choices such as roads, bicycle routes, and sidewalks.

2. Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.

Hillsboro has a strong economic base with a diverse range of firms that provide high-quality employment opportunities. The city is one of the few areas in the state that effectively competes for nationally and internationally-competitive firms, which has bolstered the local and regional economy. Hillsboro is an attractive place to do business because of its technologically-skilled workforce; manufacturing infrastructure; proximity to major highways, interstates, and the airport; and business-friendly climate. Within the robust local economy, many industries in Hillsboro have been outperforming national trends.

Washington County has boasted a strong recovery from the great recession with nearly 11,000 more people employed today as compared to pre-recession levels. Hillsboro draws in almost 23,000 more workers than commute out from eastern Washington County, Bethany/Cedar Mill/Rock Creek, and close-in Portland neighborhoods. Hillsboro employers provide job opportunities for a broadly distributed workforce, drawing employees from throughout the region and the state.

Hillsboro is estimated to add approximately 40,000 new jobs over the next 20 years. The Economic Opportunities Analysis (EOA), adopted by reference in the Comprehensive Plan, provides information about the factors affecting economic development in Hillsboro and includes the City’s buildable lands inventory (BLI) ensuring that current use designations provide an adequate short- and long-term land supply for employment. With limited commercial capacity and rapid industrial land absorption, the City will be reliant upon redevelopment and/or intensification of uses to meet its long-term needs.

The Comprehensive Plan supports investments that catalyze economic development and sustain urban amenities that attract and retain employers. Further, Hillsboro will strive to continue to maintain an ongoing inventory of a wide range of available and readily-developable sites critical to supporting economic development going forward. The City’s tradition of working collaboratively with businesses, contractors, and other partners has created an environment that will continue to be ripe for economic growth in the future.

3. People have safe and reliable transportation choices that enhance their quality of life.

The Comprehensive Plan includes a policy framework for transportation that ensures that the system accommodates a variety of transportation needs and is implemented and operated in a way that supports livability today and into the future. Evolving commute patterns and an increasing share of trips being taken by transit, bicycle, and walking indicate the need to more proactively plan comprehensive networks for all modes. Transportation planning must also consider changing demographic trends equity issues, both in terms of mitigating disproportionate impacts and in terms of promoting access to transportation options for all segments of the community.

Through efforts like the Transportation System Plan (TSP) update currently in progress, Hillsboro is taking a holistic approach to building a truly multi-modal system, from re-examining street designs to account for different neighborhood contexts when promoting safety, to continuing to emphasize access to walking, biking, and transit options to reduce overall dependence on the automobile for daily needs. The TSP provides specific information regarding transportation needs to guide future transportation investment in Hillsboro to facilitate safe and efficient travel throughout the community, while fostering sustainability, livability, and social equity. Key objectives include incorporating more efficient performance of existing transportation and providing coordinated land use patterns and street networks that are accessible, connected, and convenient to promote transit and active transportation use.

Hillsboro's commitment to a safe and reliable transportation system is demonstrated by the City's recent planning efforts in South Hillsboro. The community plan incorporates innovative bicycle infrastructure, such as cycle tracks on all arterials and collectors, and sidewalks into a larger network connecting to a transit center, as well as a roadway system that provides key north/south and east/west connections. Similarly, the WHVS Concept Plan strives for a safe, interconnected, and efficient multi-modal transportation system that incorporates high-quality streetscapes and regional and community greenway trails.

4. The region is a leader in minimizing contributions to global warming.

Hillsboro's Environmental Sustainability Plan, first adopted in 2015, sets out clear strategies for making sustainability an inherent part of the City's work, including objectives and actions to address energy use, resource conservation, and resource recovery and renewal. The City also has an organizational Sustainability Plan and an Energy Management Plan that identify agency-specific short- and long-term goals. Partnerships with key Federal and State agencies, local stakeholders, and private entities have helped Hillsboro increase the availability of renewable energy and achieve a top-two ranking nationwide in voluntary renewable energy purchasing. Further, Hillsboro's coordinated, efficient permitting system incentivizes the expansion of renewable energy systems. The City is also actively engaged in reducing the use of non-renewable fossil fuels from

transportation through the installation of electric vehicle charging stations, addition of alternative fuel vehicles and bicycles to the City fleet, and installation of traffic management systems. The City's other efforts for maintaining air quality include restrictions on open burning and winter residential wood burning, as well as funding Washington County's Wood Stove Exchange Program. By continuing to foster collaboration around clean energy, Hillsboro will continue to maintain a thriving community for future generations.

Additionally, the Comprehensive Plan sets the path toward a cleaner energy future through four main goals focusing on resource efficiency, renewable energy, transportation, and innovation. The Plan includes policies that support improving energy efficiency in new development, redevelopment, public facilities, utilities, and operations, as well as for retrofitting existing development. New development and redevelopment will be encouraged to integrate or be designed to support the use and generation of energy from natural sources that are continually replenished such as sunlight, wind, rain, water, and geothermal heat, and incorporate renewable generation or waste-to-energy systems or systems for shared resource generation distribution and management. The City will continue to facilitate compact development projects that include a mix of land uses encouraging people to conserve energy by driving less and traveling by foot, bicycle, or transit more. As one implementation example, the City is requiring Earth Advantage Silver or greater for all residential homes in South Hillsboro.

Critical to minimizing contributions to global warming is a multi-modal transportation system that seeks to reduce the number of motor vehicle trips and per capital vehicle miles traveled by providing viable travel options and creating an efficient system. Managing the system through technology and providing good pedestrian, bicycling and transit infrastructure are important components of the City's Transportation System Plan.

5. Current and future generations enjoy clean air, clean water, and healthy ecosystems.

The City takes pride in its green spaces and is committed to proactively protecting these natural assets that protect open space corridors for wildlife, connect people with open space, and offer outdoor recreation opportunities for the community. The Comprehensive Plan supports clear and consistent standards to protect, stabilize, restore, and manage environmental resources over the long-term. Hillsboro will continue to emphasize strong protections for fish and wildlife habitat, watersheds, and our urban forest, with an efficient regulatory framework that is sensible and balanced, while also encouraging innovation. The City will also look to collaborative approaches with public and private partners to expand community awareness and stewardship of natural resources and support habitat-friendly development.

The Comprehensive Plan adopts the Natural Resources Inventory (Ord. No. 5066/9-01) by reference, which identifies the location, quantity, and quality of natural resources including fish and wildlife habitat and riparian areas in Hillsboro. The City created a Significant Natural Resources Overlay (SNRO) to indicate the appropriate levels of resource protection as determined through the

Economic, Social, Environmental, and Energy (ESEE) analysis. The SNRO overlay is structured to minimize, minimize to the extent practicable, or avoid potential adverse impacts of development activities within a resource site based on level of protection and proposed use and size of disturbance. Compliance with the Metro Water Quality and Flood Management Area map and Title 3 for water in Hillsboro is achieved through the SNRO, Regulatory Floodplain Overlay, and associated standards in the Community Development Code, which may be updated as new environmental data such as area plans for newly-added UGB areas become available. The provisions of SNRO are intended to enhance coordination between jurisdictional agencies and regional planning efforts, including CWS, Metro, and the Tualatin Basin Goal 5 program, regarding alterations and development activities in or near Significant Natural Resources.

In coordination with Metro, a consortium of eight cities (including Hillsboro), Washington County, Clean Water Services, and the Tualatin Hills Parks and Recreation District, developed a program to protect, conserve, and restore sensitive areas beyond the resource areas already protected through City Goal 5 and CWS vegetated corridors. The plan identified protections for Metro Habitat Benefit Areas (HBAs) and was adopted by Metro as a requirement of Title 13 compliance for the participating jurisdictions. To implement the program, the City adopted ordinances intended to further encourage and facilitate the use of habitat friendly development and sustainable development practices and techniques.

The City has a strong tradition of protecting natural resources even in the face of rapid growth. Natural resource preservation in the WHVS plan area plays a crucial role for habitat, as well as passive and active recreation opportunities. WHVS will ultimately include a portion of the Crescent Park Greenway which is envisioned to be an approximately 16 mile natural greenway that connects to Rock Creek Greenway and will eventually encompass the City of Hillsboro. The Crescent Park Greenway will be a significant community resource as it couples access to recreation, neighborhoods, employment, and services in balance with nature and natural resources.

The Concept Plan describes the preliminary inventory of natural resources conducted for WHVS which found wetlands, riparian corridor, and upland wildlife habitat that would require protections to be determined by the ESEE analysis. Vegetated Corridor requirements in Clean Water Services' Design and Construction Standards will also protect streams and wetlands once development is proposed.

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

“GOAL 2 INCLUSION: Respect and cultivate community diversity and wisdom through inclusive, meaningful, and innovative community participation.”

— Hillsboro Comprehensive Plan

Through the Hillsboro 2020 Vision and Action Plan, the City instituted a tradition of broad community participation in large-scale planning efforts. Hillsboro 2020 was the initial vision for the

city's future, developed by the people who live and work in the community. Over 1,500 residents participated in this community effort through vision action teams, public opinion polls, focus groups, public meetings and workshops, written surveys, web page responses, and other venues. A strategy review process to update the plan in 2010 engaged an additional 1,000 community members and stakeholders. As a result, Hillsboro 2020 has won awards for public involvement: the League of Oregon Cities (LOC) Good Governance Award for public engagement in 2000, as well as the International Association for Public Participation (IAP2) Core Values Project of the Year Award for exemplary public process in 2002.

When it came time for the next five-year update by 2015, Hillsboro decided to go even bigger. With almost all action items complete at the 15-year mark of the 20-year vision, the City began the process of looking out over the next 20 years through the creation of the Hillsboro 2035 Community Plan. More than 5,000 individuals contributed ideas for making Hillsboro an even better place through a comprehensive community engagement process that included diverse stakeholder presentations, hosted discussions, interviews at local festivals and events (targeted to diverse groups), online input opportunities, "idea boxes" at various locations throughout town, and even a text message survey at a Hillsboro Hops baseball game. Key documents and surveys were also translated into Spanish to facilitate access for Hispanic/Latino individuals—a growing segment of Hillsboro's population. Specific action items identify key community partners, including organizations providing services to youth, seniors, women, people of color, people with disabilities, low-income households, and households with limited English proficiency. Implementation of the 2035 Plan is overseen by a citizen committee, one of the City's 15 different commissions, committees, and boards where residents can represent their community as a participant in the public decision-making process. The City provides annual updates on implementation of the vision through an online progress dashboard indicating actions already implemented and underway and longer-term actions not yet started.

Many current City communication tools have been developed as a result of identified vision actions to inform and engage Hillsboro employees and residents, a Citizen Leadership Academy, city-sponsored events, a community calendar, several public newsletters, and social media accounts. The recently completed Comprehensive Plan update provides an example of how the City has used these tools to continue the tradition of inclusive public involvement. The Comprehensive Plan is organized to reflect the focus areas identified in Hillsboro 2035 as an extension of the community's vision, ensuring that the input collected from community members through the visioning process is carried through to the policies guiding City operations. The goal of the update process and document itself was to present information in a way that is clear, accessible, available, and engaging to a broad audience, using technology as appropriate. In addition to review by many of the City's standing boards and commissions, the Comprehensive Plan Update included a specific project Citizen Advisory Committee with membership from the standing boards and commissions, Planning Commission, City Council, Vision Implementation Committee, the Hillsboro School District, Chamber of Commerce, Latino Engagement Committee, a young adult, and other at-large positions.

The Plan was also presented in person to local and regional policy stakeholder organizations and to the public at community summits. Community members were invited to review information about each of the topics in the featured core areas, ask questions or provide feedback to staff, and participate in a policy survey through a dot voting exercise. The summits were held at different times, on different days of the week, and at different locations, and were generally held during popular community events in order to engage people who otherwise wouldn't usually be involved, connect with youth, reach local businesses and employees, and connect with diverse communities. At the Latino Cultural Festival (on a weekend afternoon), the City provided materials in Spanish and English and had Spanish-speaking City employees and affiliates available for translation. Several other community summits (i.e., Library Open Houses after work; Tuesday Night Market and Hillsboro 2035 Celebration on weekday evenings; Celebrate Hillsboro, OrenKoFest, and Winter Village all day on the weekend) included Spanish-speaking staff and all community summits included bookmarks with information on how to get involved and provide input in both English and Spanish.

Public involvement efforts for the Comprehensive Plan Update also included various forms of online media. Each community summit was accompanied by online policy surveys on the project website and users were invited to leave free-form comments about specific topics or the project in general at any time. The project had a dedicated website, separate from but coordinated with the City's main website, which was the primary outlet to report out to the public on progress made during the project and demonstrate how public input was being utilized. The project website included a Google Translate plugin for all pages allowing for content translation into 104 different languages and meet the needs for people with disabilities. Approximately 2.5 percent of site traffic was from browsers using a language other than English (our analytics do not track use of the Google Translate button itself). The project's outreach strategy included a separate project mailing list and announcements in existing City communication tools, including the bi-monthly City Views newsletter mailed to all households and businesses in the City, the bi-monthly ¡Creciendo Juntos! Spanish newsletter, the bi-weekly Happening in Hillsboro e-updates, and posts to the City's Twitter and Instagram accounts.

The Comprehensive Plan update process included the development of detailed background reports including demographic, historical, and regulatory information by topic. The HNA, Transportation Background Report, and Parks & Trails Master Plan analyzed the needs of communities of color and low-income households which disproportionately include communities of color, as well as other under-served or under-represented groups. As a result of that analysis and input from commissions and community members, there are 3 goals and 36 policies that address equity and/or environmental justice in topics throughout the plan including access to healthy food, housing, economy, transportation, and parks and natural resources. Communities of color are more reliant on walking, biking, and using transit in Hillsboro.

The Transportation System Plan (TSP), currently undergoing an update that will be the first implementation of the Comprehensive Plan, will include a focus on equity woven through the document and highlighted in public outreach efforts. The TSP will analyze the current system inventory, identify future needs, develop plans, and create projects and programs with particular consideration for communities of color, low-income populations, and other under-served or under-

represented groups (identified by Title VI). Using the Comprehensive Plan’s demographic snapshot as a basis, the City is working on a data dashboard that will include data about under-served or under-represented groups for use internally by all departments, as well as externally by community stakeholders.

Hillsboro’s downtown and adjacent areas, where there are a significant proportion of Hispanic/Latino and low-income households as identified in the 2015 Equity Baseline Report, have relatively affordable rents, are well-served by high-frequency transit, have access to several nearby parks such as Bagley and Shute, and feature many grocery stores and farmers’ market events. The City also has programs in place to support access to employment and recreation for these under-served or under-represented groups. The Economic Development Department partners with workforce development organizations and focuses on job training through the Enterprise Zone, including the Prosperidad Employment Empowerment Center supporting entrepreneurial development. The Hillsboro Public Library, Senior Center, and Glenn & Viola Walters Cultural Arts Center both offer a calendar of events or programs that include some specifically planned for communities of color, as well as those for other under-served or under-represented groups.

Hillsboro’s City Council has identified supporting cultural inclusion and expanded engagement with diverse community members as a guiding principle going forward. The City’s diverse Public Engagement Committee (PEC) will be key in positioning the City to craft community involvement outreach strategies that engage a representative range of the community, particularly for communities of color, low-income populations, and other under-served or under-represented groups. The PEC includes representatives chosen for their work with underserved and/or underrepresented groups in the community, including a Hispanic/Latino member from Centro Cultural, a senior member with Age Celebration, a member of the Youth Advisory Council, a member teaching Native American curriculum, and other members with experience in public health and arts and culture as well as public engagement. Hillsboro has a dedicated Community Services Manager who works on-one-one with diverse community stakeholders, organizes a volunteering program that provides over 50,000 hours of service, and is in the process of developing a Cultural Inclusion Strategy that will be completed by the end of the year. As mentioned previously, the City awards \$100,000 in Community Service Grants per year for programs or services addressing public safety, as well as housing, rental assistance, family support, aging, and mental and physical health needs. Council has approved doubling the Community Services Grant program to \$200,000 annually.

15 Number of City boards/commissions/committees	24 City Council meetings per year	50,000 estimated City volunteer hours per year
--	--	---

Attachments:

- A.** HNA Summary Document
- B.** DLCDC HNA Acknowledgment Email
- C.** 2016 UGMFP Compliance Report
- D.** Comprehensive Plan Housing Section
- E.** Title 11 Findings of Fact
- F.** Email from Metro stating Title 11 Compliance
- G.** South Hillsboro Finance Plan Overview
- H.** Planning Commission Order 8248
- I.** City Council Resolution 2592
- J.** WHVS Concept Plan
- K.** Hillsboro-Washington County IGA
- L.** Letters of Support
- M.** Interested WHVS Property Owner Letter
- N.** Comprehensive Plan Design Types Map
- O.** Affordable Housing Policy and Action Plan

KING CITY URA 6D UGB PROPOSAL NARRATIVE



INTRODUCTION

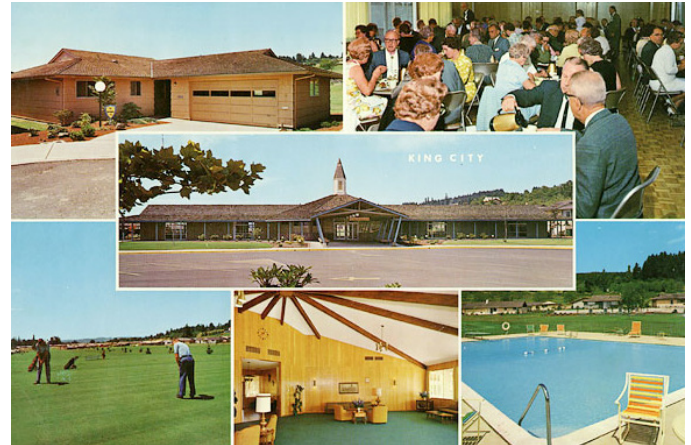
KING CITY: THE CITY THAT HELPED CHANGE OREGON'S LAND USE LAWS, HAS COME FULL CIRCLE

In 1964 the Tualatin Development Company acquired 250 acres in rural Washington County to create a community of people 50 years of age and older, with no children under the age of 18 living in the household. While this looked like a planned unit of development, instead of a city, an election was held March 26, 1966, and the residents approved incorporation with 161 yes votes versus 6 no votes.

Although, Governor Hatfield performed the dedication ceremony on July 2, discussions and changes were already in process regarding how Oregon would grow and what sort of services cities would have, before incorporation could occur. The 55th Legislative Assembly established a boundary

review board to help prevent the proliferation of small cities in 1969. In 1971 the community of Charbonneau was required to annex into Wilsonville to receive urban services. Like King City, Charbonneau was organized around a nine-hole golf course, for retirees, unlike King City, it could not develop as an independent city.

In many respects, King City illustrated the need for comprehensive statewide planning goals and development criteria. And, in many respects, the desire of King City to be become a 24-hour city, where people can live, work and play, should be viewed as a victory for Oregon's land use system.



King City circa 1965

A STAGNANT CITY MAKES A HARD PIVOT, AND BECOMES A WELCOMING PLACE



By the mid-1970s King City as originally conceived had been built out. But, with nowhere to grow, a rapidly aging population, and property tax revenues constrained by Measures 5 and 50, by the late 1990s the city was on the brink of financial collapse. It was under those circumstances that community leaders began a series of difficult conversations about the future of King City as a place. Until the 1990s, virtually all of the residential neighborhoods in the city were within the retirement community governed by the King City Civic Association. The city had virtually no diversity with 2000 census finding that 98.31% of residents were white and that the average age was 76 years.

The question for King City became whether to double down on who they were, or to make a hard pivot. The opportunity for them to make that choice, happened shortly after the 2000 census. Following a December 1998 expansion of the Urban Growth Boundary (UGB) to include Urban Reserve (UR #47), the city developed a concept plan for the 91-acre West King City area. Its annexation in

2002 triggered significant residential development causing a dramatic rise in the city's population, a remarkable rise in racial diversity, and a meaningful reduction in the average age of residents.

A simple look at the King City Council tells the story of the city's desire to evolve. As someone who had immigrated to the United States from Nigeria, Councilor Ocholi would stand out on most city councils in Oregon. On the King City City Council, he joined an African American mayor, and a city councilor who'd immigrated from Vietnam as a child. Councilors have been elected or appointed to the city council regardless of age, gender, race, sexual orientation, or country of origin. The message has been clear. If you have the talent and desire to contribute to the city, there will be a place for you to contribute. The results show how the message has been received.



King City Mayor Ken Gibson (left) congratulates Smart Ocholi on his appointment to the City Council; Councilor Chi Nguyen-Ventura is in the background

During the ten-year period between the 2000 and 2010 Federal Census, King City's racial diversity increased from 1.69% to 11%. The population growth numbers have been even more dramatic. The 2000 Census measured King City's population at 1,949. Portland State's Population Center estimated the 2017 population at 3,640. But, with Washington County's elections office reporting 3,660, registered city voters, we believe 4,600 is a conservative estimate for the actual population number. By becoming a welcoming place for all, King City has become an incredibly desirable place for people to live.

AN EVOLVING CITY CHAMPIONS DENSITY AND CREATING A PLACE FOR ALL OREGONIANS

While the city's planning and development has been consistently guided by the Statewide Planning Goals and Metro planning objectives, it has also developed in line with Metro's goals around equity and inclusion. The West King City Plan area was developed to create desirable neighborhoods, which met Metro's minimum density and multi-modal circulation requirements, and as King City opened its doors, people needing a place to live and raise their families rushed in. A recent Housing Needs analysis performed by ECONorthwest calculated the city's unconstrained buildable acres at 1.5, and a preapplication meeting for that site, has already happened this spring.

While some metro jurisdictions have opposed residential infill, and opposed housing affordability, the opposite of that is true in King City. The 2010 census of King City's housing density per square mile was measured at 2,666.7. To put this in perspective, during the same census Portland's housing density per square mile was measured at 1989.4.

The fact that King City's housing density per square mile was 34% higher than Portland's in 2010 is stunning to most people, but most people haven't been to King City. After sixteen years the city is virtually built out, and with no realistic path to vertical infill growth, the city will be unable to continue to help meet the region's housing needs.

King City got to where they are today, by saying yes to all types of development. Manufactured dwellings are



King City has a relatively high urban density and very little vacant buildable land

allowed in every residential zone. And, manufactured dwellings will be part of King City's plans going forward. However, the council has a "no walls and no fences" mantra. Manufactured dwellings will be next to stick-built houses, and apartments, instead of in isolating and stigmatizing trailer parks with walls and dead-end streets.

The city council has never turned down a residential application. Project opponents, to the extent that they exist, have never filed a LUBA appeal. ECONorthwest found that 50% of the households in King City earn less than \$49,000 a year, and we believe that this helps explain the lack of opposition to residential projects, and the citizens desire to provide housing for all.

When affluent communities talk about affordable housing and housing affordability, public testimony frequently includes hysterics and false data about crime, blight, and quality of life. When King City residents talk about affordable housing and housing affordability, they are talking about the housing that friends, family members, and neighbors need. Making King City into a welcoming place and building out King City west has not resulted in higher crime. Continued development in Area 6D, will continue the city's ability to provide a place where people want to live.

A CITY IMAGINES REDEVELOPMENT OPPORTUNITIES IN THE EAST AND A BLANK CANVAS IN THE WEST

King City has participated in the SW Corridor high-capacity transit planning work conducted by Metro and southwest metropolitan area jurisdictions, and believes that the commercial area along Highway 99W, represents an amazing opportunity for the city to continue to evolve. The corresponding areas in King City and Tigard were designated as a Town Center in the Metro 2040 Plan. King City has actively participated in Tigard's *Concepts for Potential Station Communities – High Capacity Transit and Land Use Plan* since 2012. This project included an analysis of and concept plan for the 99W/Durham Town Center area.



King City Town Center Plan Area

With help from Metro in the form of a Community and Development Grant in 2013, King City built upon this preliminary work by producing and adopting the *King City Town Center Plan and Implementation Strategy* in 2015. A package of King City Comprehensive Plan and Community Development Code amendments will help incentivize and encourage higher density mixed-use development along with critically important improvements for pedestrians.

Since adoption, the city has been focused on systematically implementing the plan. Because pedestrian access and safety is such a key element, the city has partnered with Washington County to build complete pedestrian and bicycle facilities along the SW Fischer Road connection to the south end of the Town Center. The city is also working with ODOT to complete missing sidewalk segments on the west side of Highway 99W. The city understands that Tigard is a key partner in this project, and that commercial property owner buy-in will also be key.

While Tigard has been very focused on the buildout of River Terrace, and the Tigard Triangle, King City believes

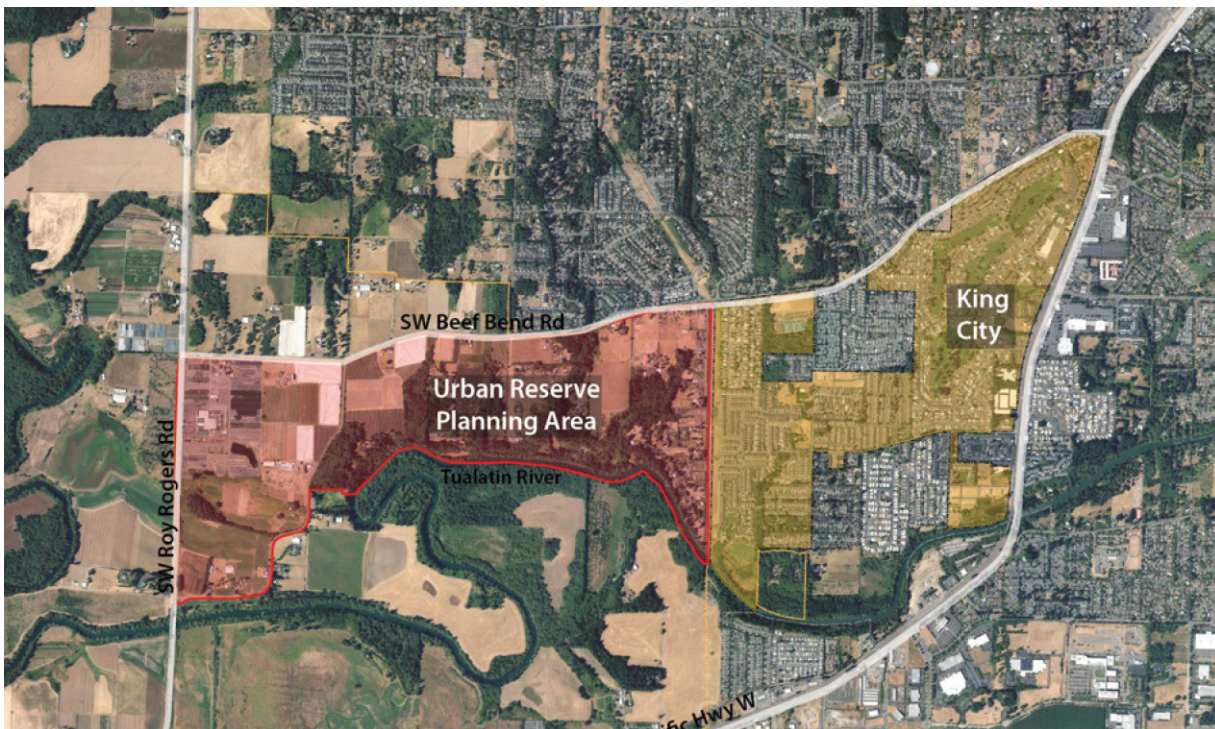
the SW Corridor will become an amazing amenity for both cities in the future. Metro, Tri-Met and other stakeholders are looking at transportation projects and funding, and transportation improvements should become a catalyst for redevelopment in the same way that the Orange Line has been a catalyst for redevelopment in downtown Milwaukie.

While redevelopment will be the order for the day along Highway 99, Urban Reserve Area 6D is expected to provide the housing units that King City needs over the next 20 years. Although many cities are able to meet future residential needs through infill development, there are very limited opportunities for infill in King City.

Because the largest zoned single-family lot size in King City is 5,000 square feet, adding additional units to existing lots is not feasible. Additionally, the city is not eager to have apartments razed and replaced, because of the impacts that such an action would have on housing affordability. It is with those priorities in mind that the city has decided to look west.

FORMING A VISION AND A COALITION USING THE URBAN RESERVE AREA 6D PLANNING PROCESS

Urban Reserve Area (URA) 6D is comprised of approximately 528 acres located immediately west of King City. It's generally bordered by SW Beef Bend Road on the north, SW Roy Rogers Road on the west, and the Tualatin River on the south. Faced with high consumer demand for



housing inside the city and a dwindling supply of developable or redevelopable land, King City initiated a concept planning process for this area. The city began the planning work in fall 2016.

The city has found that clear communication and early public buy-in is key to the success of future development, and this time was no different. The planning process included public engagement opportunities, with a week-long charrette representing the key point where the general public influenced the direction of the plan. This was complemented by work with a Stakeholder Advisory Committee made up of residents and property owners and a Technical Advisory Committee consisting of agency and organization representatives.

Large lot property owners, some with significant development experience were identified and brought into this process. Because King City has limited financial and staff resources compared to other jurisdictions competing for UGB expansions, collaboration has been a necessity. We've taken an all hands on deck approach to get where we are today, and at times used the staff expertise of both Metro and Washington County to make sure we had the facts and data that we've needed.

As people have learned about our city, and our vision, they've gotten excited. Even some of the adjacent property owners in the Rivermead Area, who were initially opposed to the expansion, have quietly approached the city and said that they are interested in developing their properties.

As others learned that Rivermead homes built within or near the Tualatin River floodplain had septic or sand filtration systems, they've advocated that those houses should go on sewer for the health of our river and population. It's for those reasons that we think that there are multiple annexation pathways to the large tract lots in URA 6D.



Following public hearings by the King City Planning Commission on March 28, 2018 and the City Council on April 4, 2018, the plan was approved by Resolution 2018-03. The *Concept Plan King City Urban Reserve Area 6D* and related background material are provided with this submittal package.

To further support the concept planning effort, the city recently adopted the *City of King City Housing Needs Analysis* following public hearings with the King City Planning Commission on March 7, 2018 and King City Council on March 21, 2018 (Ordinance 2018-02). The plan, ordinance, and DLCD acknowledgement are included with this submittal package.

While a high level of planning has occurred, assuming a UGB expansion includes URA 6D, the city will continue on to the more detailed master planning phase for this area, making supporting amendments to the King City Comprehensive Plan and Community Development Code, and working with property owners and others. Close coordination with partner jurisdictions and agencies will continue throughout the planning, annexation, and development stages.

THE KING CITY PROPOSAL FOR URA 6D

Metro requires King City to address all Metro Urban Growth Management Functional Plan provisions in section 3.07.1425 (d) 1-5. These sections are addressed below and supported by appendices to this proposal narrative.

- 1. Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began.***

On March 21, 2018, the city adopted the City of King City Housing Needs Analysis prepared by ECONorthwest. This housing needs analysis was based upon the current Metro regional growth forecast and population distribution estimates. The plan was subsequently acknowledged by DLCD on April 23, 2018.

2. *Whether the area has been concept planned consistent with section 3.07.1110 of this chapter.*

The Concept Plan King City URA 6D includes the necessary plan elements and satisfies the provisions of section 3.07.1110 as described in the Title 11 Compliance Analysis included with this submittal package.

3. *Whether the city responsible for preparing the concept plan has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas.*

King City has actively participated in planning of the Southwest Corridor town center, has completed the work funded by grants, and made the Comprehensive Plan and zoning code amendments necessary to implement that plan. The city has had conversations with the commercial landowners regarding redevelopment opportunities and is eager to have redevelopment occur. With limited city resources, the city believes that redevelopment will occur with a catalytic project such as the Southwest corridor light rail line. The city believes that the closest comparison is the city of Milwaukie's redevelopment since the Orange Line has been built.

The city will take all steps necessary to continue to promote and encourage redevelopment but needs willing property owners incentivized to carry forward the vision. The portion of the city adjacent to Highway 99 is the only commercially zoned part of the city. Our vision for Area 6D includes additional lands to turn the city into a 24-hour city, though we will continue our focus on Highway 99.

4. *Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.*

From its beginning as a retirement community, King City has always provided a variety of affordable housing types. Our housing mix includes single family detached and attached, apartments, condominiums, and manufactured homes. With single family lot sizes from 2,500-5,000 sq. ft., King City's detached single family neighborhoods share many elements with clustered cottage developments. Over 50% of the current King City population has household income of less than \$49,000 a year, which we believe demonstrates King City's commitment to providing a place for all Oregonians regardless of income. Our philosophy of inclusion and housing diversity has continued and is reflected in our comprehensive plan policies, treatment of former UR #47, and our recent King City Town Center Plan and Implementation Strategy.



This 1,100 square foot modular home by Anderson Anderson Architecture was constructed in Japan with a budget of \$154,000. This works out to about \$140/SF. Source: Anderson Architecture

The King City Community Development Code (CDC) and the corresponding zoning designations allow and encourage the mix of housing types noted above. The city's commitment to housing affordability is also reflected in our classification of existing manufactured home parks (including Mountain View on Beef Bend Road) as conforming development rather than as nonconforming. We believe that manufactured and modular dwellings will be an important part of the housing mix for URA 6D, and our commitment to manufactured and modular dwellings has been part of our presentations to both the Washington County Board of County Commissioners and the Washington County Coordinating Committee.

We believe that modular and manufactured homes should be fully integrated into our housing mix, rather than isolated. While many residents of King City currently use single occupancy cars, the Southwest Corridor light rail will provide efficient service to the regional transportation system. With that in mind, we have adopted minimum parking requirements that are consistent with Metro's directives. While the buildout of the Southwest light rail line is outside of the city's control we know that this will be an amazing amenity for us and neighboring jurisdictions and we believe that this will be a catalyst for redevelopment and increased housing density along Highway 99.



Before this is built, we'll need to decide on a date and color. In King City, we like purple.

While other jurisdictions have large lot single family homes as part of their planned UGB expansion, our focus has always been on the missing middle. We do not anticipate any large lot developments in King City. We anticipate that the single family detached homes that are part of the mix will be on 2,500-5,000 square foot lots, consistent with the current housing mix. Exhibit 28 of the ECONorthwest Housing Needs Analysis measured King City's median home sales price from August of 2016 - July of 2017, at \$115,000 less than the city of Tigard's median housing price over the same period and \$51,000 less than Beaverton's.

5. Whether the city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan.

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.

At the time of King City's formation an emphasis was put on community, community building and active recreation and projects. Opportunities are provided for all people, regardless of income. Early projects included a golf course, built for residents and the public. While 18 holes at Portland Parks and Recreation's Redtail Golf Center costs \$46.00, an annual pass for unlimited play at the King City golf course costs \$419.00. Youth, can purchase a pass for unlimited golf between March 1st and September 30th for \$149. In addition to providing an amenity for the community, the golf course provides affordable access to a sport that can normally be very expensive.



King City Public Golf Course with cottages in the background

Clubs and interest groups were formed to bring people together and to assist in necessary projects. A city history describes how in 1967 men in the woodworking shop, built shelving for the 1,200 books in the newly formed library, while the sewing group received a certificate of merit from Dammasch Hospital for their many hours of work, and a paper drive was organized to purchase wheel chairs that could be loaned to residents. A high priority was placed on volunteerism, with none of the public officials including the municipal judge receiving pay for their services.

In 1968, the same year that the 500th home was completed, the April 1968 edition of the King City Courier newspaper, edited by Mercedes Paul, championed the many volunteers that worked to make our region a better place writing: "Two groups of women sew for hospitals, four residents help at Boise School in the Albina district by teaching those who need individual assistance. Five men with carpentry talent built five play-

houses four feet square for the Albina Child Care Center. Three other gentlemen have been teaching Math at St. Barnabas Church each Friday to drop-outs. Gretchen George continues to tape books for the blind. Five ladies assisted the Salvation Army headquarters in filling 700 bags of toilet articles for the induction center.”

While things have obviously evolved, the culture of neighbors helping neighbors and looking out for one another has remained consistent. While King City is now open to people of all ages, as discussed earlier a premium has been placed upon inclusion and making sure that all residents have an ability to meaningfully participate in the city in whatever capacity they are able to help.



Having a compact, affordable community with easy, and generally walkable, access to retail, services, entertainment, and recreation has been a constant urban design principle for the city. In 1967, two of the first ordinances passed by the city council dealt with sidewalk maintenance and dog control issues. Convenient access to the town center shopping, recreational opportunities, affinity groups and creation of a new neighborhood park in the western portion of the city has increased livability for residents and nonresidents alike.

The planned extension of King City to the west continues the approach of having a compact, affordable community with easy access to retail, services, entertainment, and recreation also guides the URA 6D Concept Plan. A mixed-use main street will be easily served by transit, diverse neighborhoods with a variety of housing types will respond to community needs, and parks, a trail system, and multi-modal circulation will help residents efficiently access community amenities.

Additionally, the eventual annexation of the Rivermead area homes, and the connection of the homes on the river to city sewer services should have a beneficial impact on the health of the Tualatin River. Because the Tualatin River has been envisioned as a water trail for our region any steps that can be taken to prevent pollution and stop human waste contamination should be and will be taken. Those steps can only be taken with annexation into the city.

2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

With unemployment at a record low, the Metro region is very economically competitive. However, the cost of living in both the region and King City is also climbing. Although King City has done an incredible job of making housing happen in our region, it is on the verge of having virtually no buildable lands inventory. In order for our region to maintain our economic competitiveness it is critically important that work force housing, or the missing middle of the housing market, be built. King City has an amazing record of building all types of housing, saying yes to projects, and providing maximum flexibility so that affordable products can be brought to market. At no point in this process or its history as a city has King City advocated for “executive housing.”

The city has strongly supported transit to take advantage of our location near current and planned regional employment centers. The city has actively participated in the SW Corridor project. Demonstrated an on-going commitment to retain a viable town center including plan/CDC amendments to encourage mixed-use and promote active transportation. And, the city has evolved to become more well-rounded and diverse as it has grown with a much greater mix of working age families and retirees.

The city's plan for URA 6D offers more of the same product that has worked for the city in the past as

well as provisions which could provide a range of employment opportunities in the main street town center area. The city provides relatively easy access to the employment opportunities in the SW portion of the region and is looking for a housing product mix that will be accessible to workers that those companies need. Coordination with the Tigard Tualatin School District has been ongoing throughout the planning to make sure that zoning is provided for any necessary school sites, and there has been coordination with Metro staff throughout this process regarding what zoning the region needs, and what King City should ask for.

3. People have safe and reliable transportation choices that enhance their quality of life.

As stated earlier, two of the first ordinances that the King City city council passed dealt with pedestrian safety and accessibility. Virtually all city streets have sidewalks. Sidewalks are supplemented by strategically located pathway connections to enhance overall pedestrian system utility and convenience. That focus on the pedestrian and pedestrian safety continued as King City brought lands into our UGB. Former URA #47 between 131st and 137th was developed according to a concept plan supporting interconnected local street and pedestrian routes.



There are few cul-de-sacs by design, and of those that exist, most of them have pedestrian through connections. The city has been proactively working with Washington County and ODOT to fill sidewalk and bike lane gaps. Full improvement of Fischer Road has recently been completed with joint city county funding, and ODOT is preparing to construct missing sidewalks along Highway 99W within the town center.

With less staff and financial resources than other cities coordination with partner agencies and the providers of grant funds has been key. The city worked proactively with TriMet and the result was enhanced bus service to the town center area. We have learned that education and effective advocacy by elected officials and citizens can help educate both service providers and residents about the opportunities that exist to get out of the car and help ease congestion. The city has been a very active participant in SW Corridor discussions and believes that will bring opportunities for even more transportation choices to the city.

With less staff and financial resources than other cities coordination with partner agencies and the providers of grant funds has been key. The city worked proactively with TriMet and the result was enhanced bus service to the town center area. We have learned that education and effective advocacy by elected officials and citizens can help educate both service providers and residents about the opportunities that exist to get out of the car and help ease congestion. The city has been a very active participant in SW Corridor discussions and believes that will bring opportunities for even more transportation choices to the city.

The URA 6D plan creates a main street/town center in URA 6D, which will have transit-supportive land use and densities. Safe, convenient, and pleasant walking and bicycling routes throughout URA 6D and existing King City are critically important to current and future residents and the city is committed to providing those opportunities. On-going coordination with transportation partners including TriMet, ODOT, Washington County, and Tigard will continue as the planning process moves forward.

4. The region is a leader in minimizing contributions to global warming.

King City has been a regional leader, in our region, in minimizing contributions to global warming. When originally built, single family homes ranged for 845 sq ft. to 1,738 sq ft, with a minimum density of over 8 units per acre. With a 2010 housing density per square mile that exceeded the city of Portland's, King City has demonstrated its commitment to having a compact, pedestrian and bike accessible city. The city has been consistently supportive of existing transit and future service improvements. Our current city and future plans provide easy access to the town center, which allows residents to meet most of their daily needs, and we

have prioritized providing zoning support for a variety of smaller and more energy efficient housing types.

The concept for URA 6D includes having a compact, affordable community with easy access to retail, services, entertainment, recreation, and other amenities. This has been a constant principle for the city, since inception. King City wants residents to have the amenities that they need in King City, so they don't have to climb into their cars.

While some traditions that the city enjoyed during the 1960s, like having a pro bono municipal judge, are a thing of the past, others are going strong. In addition to the golf course and swimming pool, the King City Civic Association offers a library, lawn bowling, woodworking shop, ceramics studio, and over 25 clubs and affinity groups. The idea has always been to provide the amenities centrally, so that individual citizens don't need to have something like a woodshop at their own home. And, also to ensure that whatever their interest, it is close by.



The URA 6D Concept Plan strives for convenient pedestrian and bicycle access to commercial centers and amenities

URA 6D will boast a mixed-use and higher density main street to encourage more energy efficient units and more walkable and transit-supportive development character. And, the city will look for opportunities to educate current and future citizens about programs, grants, and other ways that they can have energy efficient homes and minimize their carbon footprint. King City is committed to remaining a regional leader in minimizing contributions to global warming. At a time where satellite communities outside of Metro's jurisdiction are offering new and more affordable housing product, King City wants to offer it within Metro's jurisdiction. This is necessary to minimize people's commutes to work and minimize their carbon footprint.

5. Current and future generations enjoy clean air, clean water and healthy ecosystems.



King City's commitment to clean air, clean water, and healthy ecosystems, is demonstrated by the active outdoor recreational opportunities that it provides to its residents as well as its willingness to provide sewer services to the houses that are currently adjacent to the Tualatin River and utilizing septic and sand filtration systems.

Although some of the properties in the northern portions of the Rivermead neighborhood are essentially small farms, the properties in the southern portion of the Rivermead neighborhood are built at closer to urban levels of density, but are lacking the infrastructure necessary to minimize their environmental impact. They can only be brought into the city and provided with urban services if the area is brought inside of the UGB.

Additionally, the opportunities for biking, hiking, parks, and enjoying nature are prioritized in the concept plan for Area 6D. We are very proud of our proposed trail system and we believe it will

provide a lot of opportunities for people of all ability levels to enjoy nature in the place where they live. Of the 528 acres that the city is seeking to bring into the UGB, only 318 of those acres are developable. As a result, our plan has wild areas, left in their natural state as well as parks which will be amenities for the current and future city.

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

Unfortunately, in our region, King City has become an outlier, when it should be the model city. King City's record is one that demonstrates how to buildout a URA efficiently, how to cultivate a culture of inclusion, and how to leverage limited staff and financial resources to maximize amenities for current and future residents. King City prides itself on the role it has played in getting a full range of residential products to the market. We're proud that from 2000 to 2010, our racial diversity in the city went from 1.69% to 11%.

Unlike King City, there are an increasing number of cities, neighborhood associations, and others who are working increasingly hard to get to "no." Whether it is city council prioritizing views above infill density, neighborhood associations seeking historic designations or downzoning, or individual neighbors that have learned how to delay projects for months if not years through appeals, the message they send is the same. Density is great, if it's somewhere else.

Concepts like clustered cottages are increasingly difficult to get adopted into city codes, because of unreasonable citizen fear. And, while city councils decry the housing emergency, lack of affordable housing, and lack of available housing in State of the City addresses, many of those same jurisdictions turn down applications to build, requests for density bonuses, or have system development charges and other fees that make it economically unfeasible for developers to develop anything other than executive housing.

Of jurisdictions that get UGB amendments to add more land to their cities, some take over a decade to plan the areas, while some areas are never planned at all. Unfortunately, those decisions lead to overall inequity in our region when it comes to both the benefits and burdens of growth.

In King City, development has paid for itself out of necessity. The city hasn't had the financial resources to financially participate in development. King City has helped bring a more affordable product to the market by streamlining permits and inspections, clearly and proactively communicating with developers, providing maximum flexibility in the code, and, to the extent possible, providing certainty regarding project timelines.

The mayor and members of the city council have done extensive outreach to make sure that citizens were aware of what was going on, were receiving correct information, and had the ability to meaningfully participate in past processes as well as this process. Those efforts have led and will lead to better understanding, and less future opposition. King City is already proactively working with developers who own property in URA 6A to make sure that they understand what the city wants and needs, and to make sure that the city's expectations are reasonable.

They have been at the table through all phases of the planning, and our application is stronger because of the time, expertise, and other resources that they have contributed to this process. When we decided that we wanted



The King City URA 6D Concept Plan Charette Opening Event

to explore the concept of System Development Credits (SDCs), our mayor, city manager and city attorney went to the developers that own land. Our message was that with over 50% of our population earning less than \$49,000, we wouldn't be utilizing increased utility fees to fund infrastructure.

We told them we likely needed to explore gap funding options including SDCs, and we were committed to making sure that whatever we did would be fair to them. They said they understood, they agreed that increased utility fees were not an option we could utilize, and conversations regarding different funding ideas including SDCs and Local Improvement Districts (LIDs) are happening right now.

When people have asked if we'd be dedicating certain amounts of land to traditional trailer parks, we've been clear in our response. Yes, to manufactured and modular dwellings, no to walls and dead-end streets. Yes, to trailers, no to trailer parks. Yes, to inclusion, no, to isolation. When we've explained that our goal is to destigmatize living in manufactured housing, and that the way that we think we can best meet that core objective is by making manufactured housing part of the regular housing mix, they've understood.



*This modular unit is manufactured in Ferndale, Washington. Prices start at \$113,000.
Source: Method Homes*

For people who are less comfortable with the concept of manufactured dwellings we've included slides to familiarize them with new architecturally designed products. These new products look great, and at around 1,000 square feet, are of the size and scale of traditional King City homes. Those sorts of communications, as well as visual aids have done a lot to alleviate concerns, and to demonstrate a more accurate picture of what the end product will look like.

As King City looks at equitably distributing the benefits and burdens of growth, our commitment is that we will be part of the solution. Our housing mix for URA 6D is going to look a lot like Goal

10, with a variety of housing options. Options, that working Oregonians can afford. Our process will be open, inclusive, and focused on building our community. Our desire is to continue our work creating a safe and welcoming place for the many people who feel unsafe and unwelcome in our country at this time. Eighteen years ago, if Metro had applied your equity lens to our city you wouldn't have liked what you saw. But, if you apply your equity lens to us today, what a difference eighteen-years makes.

CONCLUSION

King City has made a significant investment of time and resources to put this application together. We have received the help and support of many, and we've learned much during this process. In the beginning, many people doubted whether or not our application would be viable. They questioned whether we had the skill and expertise to meet the technical requirements of the new Title 11 based application. They looked at the current size of our city and told us that we were asking for too much. Others told us we shouldn't get our hopes up, and that we were wasting our time.

The people that told us that didn't know King City. They didn't realize that we'd been on the ground, meeting with owners, and identifying our path forward towards urbanization. They were not aware that we have a vision for our next twenty years of dynamic growth, and a history of doing just that.

Finally, we need your help. Without your help, we won't be able to continue to grow. We've been so successful that we're out of land. Too many people want to move to King City, and we want to continue to be able to welcome them. We also think that we've shown that ability to deliver everything that Metro and our region says that it wants: compact urban form; multimodal transit options; pedestrian and cyclist

infrastructure; a history of housing affordability; efficient growth; housing diversity; and equity. We have a committed council, a staff that wants to move things forward, and residents that have bought into our vision.

We believe we have a unique role to play in our region's future. We don't think that you'll hear another story like ours or see another application like ours. We are ready to begin our next journey. With your help it can happen.



King City thanks you for your consideration.

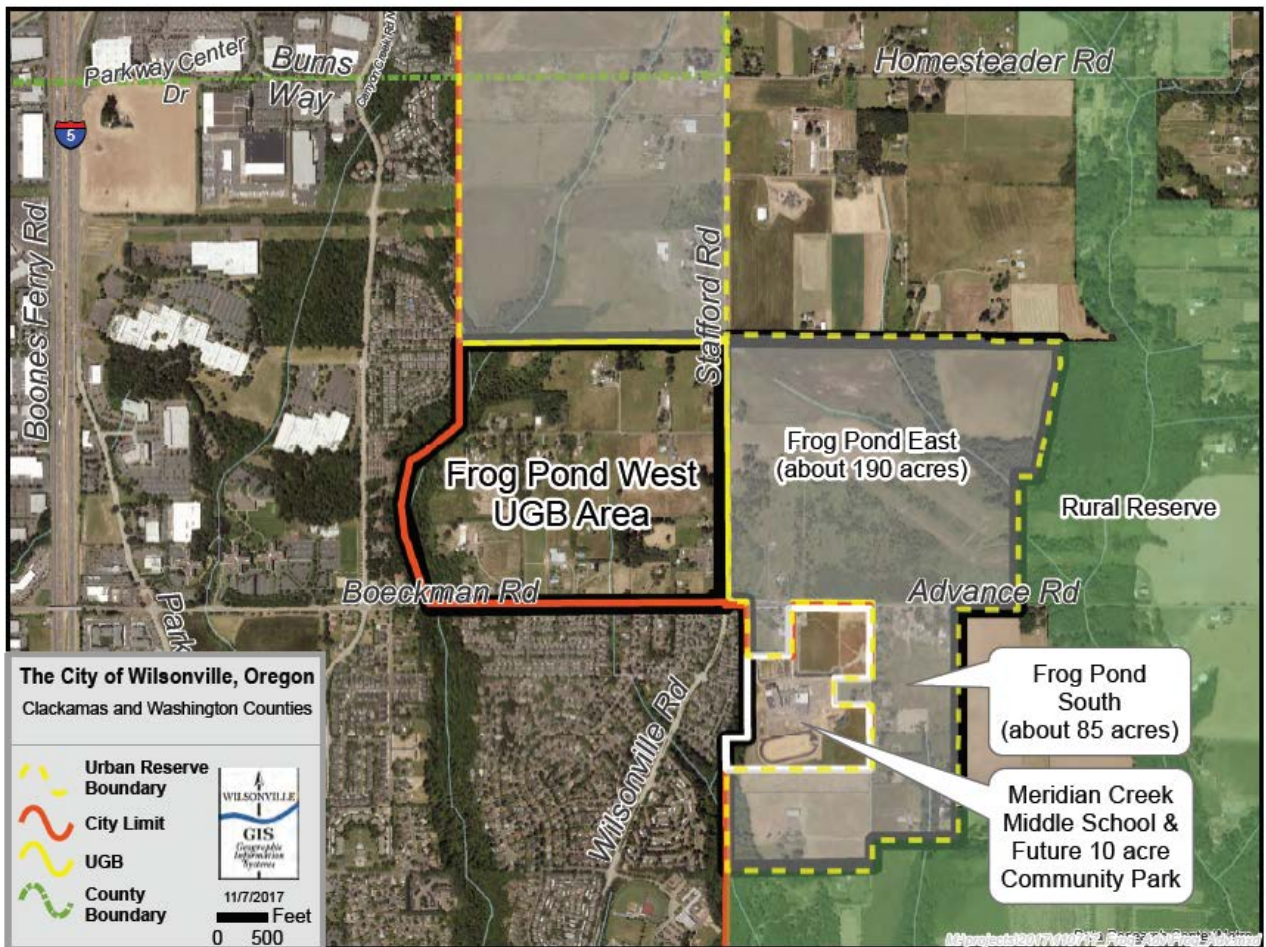
Proposal for Expansion Of The Urban Growth Boundary To Include the Advance Urban Reserve



PROPOSAL SUMMARY AND OVERVIEW

The City of Wilsonville requests that the Metro Council add the Advance Urban Reserve Area (comprised of Frog Pond East and South Neighborhoods) to the regional Urban Growth Boundary (UGB) during the 2018 growth management decision (See Appendix B, Resolution 2685 Authorizing Submittal). This proposal is part of the UGB expansion process permitted under Title 14 of Metro’s Urban Growth Management Functional Plan (UGMFP). The subject area includes 275 acres in east Wilsonville, as illustrated in Figure 1. It is part of the adopted 2015 Frog Pond Area Plan, where the vision is to create two new, walkable neighborhoods in Frog Pond East and South (see Appendix A and Appendix D). It is immediately adjacent to Frog Pond West, which was added to the UGB in 2002. Frog Pond West is also guided by the Frog Pond Area Plan, and is expected to begin construction in the summer of 2018. The proposed expansion area wraps around a 40-acre school/park site, which was added to the UGB as a Major Amendment in 2013, and is the home to the newly built Meridian Creek Middle School.

Figure 1: Proposed Advance Urban Reserve (Frog Pond East and South) UGB Expansion Area





Summary of Reasons Supporting the Proposal

The Advance Urban Reserve Area (Area):

- **Has a high degree of development readiness** – The Area has been fully concept planned, which provides a plan for a variety of housing, a potential neighborhood center, parks and open space, connected streets and trails, and utilities. The City has a detailed infrastructure funding plan that is adopted and being implemented for Frog Pond West. The infrastructure that will serve Frog Pond West has been sized and located to also serve the proposed Urban Reserve Area. Meridian Creek Middle School, and associated improvements to Advance Road, have been constructed, further laying the groundwork for implementation of the Area Plan.
- **Fulfills Wilsonville’s need for housing, consistent with the adopted Statewide Planning Goal 10 Housing Needs Analysis** – The two future neighborhoods (the Frog Pond East and South Neighborhoods) have been planned with a strategy to gradually increase housing choice and densities as each neighborhood is implemented. The housing types and densities are consistent with the 2014 Wilsonville Residential Land Study, which is the City’s adopted and state-acknowledged Housing Needs Analysis.
- **Supports continued implementation of Region 2040 in Wilsonville** – The Frog Pond Area is one of multiple initiatives and accomplishments by the City that implement the Region 2040 Growth Concept and Urban Growth Management Functional Plan. Others include: the Wilsonville Town Center Plan, including Village at Main Street; Villebois; Old Town neighborhood; Coffee Creek Industrial Area; Basalt Creek Concept Plan; and the Basalt Creek Transportation Refinement Plan.

COMPLIANCE WITH METRO FACTORS

Factor 1: Housing Needs Analysis

“Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city’s housing needs analysis or planning process began.”

On May 19, 2014, the Wilsonville City Council adopted the Wilsonville Residential Land Study as an amendment to, and a sub-element of, the Wilsonville Comprehensive Plan.¹ The study serves as Wilsonville’s Housing Needs Analysis (HNA) and complies with Statewide Planning Goal 10, which governs planning for housing and residential development. Goal 10 requires the City to plan for residential development to meet the identified housing needs within an urban growth boundary at particular price ranges and rent levels. The Oregon Department of Land Conservation and Development (DLCD) acknowledges the HNA as compliant with Goal 10 (See Appendix G).

The HNA provides information that informs future planning efforts and policies to address Wilsonville’s housing needs over the next 20 years (2014-2034). The analysis was coordinated with Metro’s regional growth forecast and population distribution. The HNA concluded that Wilsonville’s Comprehensive Plan and Development Code complies with state requirements regarding housing mix and alignment with incomes, but the City does not have enough total capacity to accommodate forecasted growth in the low capacity scenario. The HNA’s buildable land inventory included Villebois and Frog Pond West (both areas are in the UGB), but it did not include the Advance Urban Reserve Area.

Using historic rates of household and population growth for the City, the HNA concluded that Wilsonville would run out of buildable land for housing needs before 2030. Wilsonville has historically grown faster than Metro’s

¹ Available at <https://www.ci.wilsonville.or.us/335/2014-Residential-Land-Study>



growth forecasts and recent housing development patterns in Wilsonville suggest that this trend is likely to continue. In that case, the City will experience a shortage of residential land supply by 2025. The HNA recommends adding the Advance Urban Reserve Area to the UGB and planning for additional housing in Town Center to meet the forecasted need. These areas are necessary to accommodate more housing in the 2014-2034 period.

Given these conclusions, the HNA recommends the City develop a monitoring program to understand how fast land is developing and inform future growth management decisions. The City has published an Annual Housing Report since 2014 to track trends related to population, issued permits, land consumption, and dedications. The 2017 Housing Report and previous reports (2014-2016) are available in Appendix I.

At the time of the HNA, Metro's 2035 forecast, which was adopted by the Metro Council in 2012 with Metro Ordinance No. 12-1292A projected that Wilsonville would grow by 3,749 dwelling units over the 2014 to 2034 period, resulting in a 1.8% average annual growth rate. Between 2014 and 2017, the monitoring reported that Wilsonville's population grew by 2.7% per year on average and housing stock by 2.3% per year on average. This holds steady with the 10-year historic growth rates as documented in the HNA and subsequent annual housing reports. Between 2014 and 2017, Wilsonville issued 1,143 housing permits, 30% of the City's forecasted housing growth of 3,749 dwelling units for the 2014 to 2034 period. During the same 4-year period, Wilsonville approved development on 19% (92/477 acres) of its buildable land inventory for residential development. The average residential density of the permitted dwelling units in Wilsonville was 15 units per acre in 2017. These metrics demonstrate Wilsonville's proven track record of efficient and smart growth management.

Wilsonville's housing construction activity also shows that the City continues to provide a mix of housing types and densities, consistent with the State's requirements for density and housing mix. Oregon's Metropolitan Housing Rule (OAR 660-007) requires Wilsonville to "provide the opportunity for at least 50% of new residential units to be attached single-family housing or multiple family housing" and to "provide for an overall density of 8 or more dwelling units per net buildable acre."

In Villebois alone, there is a broad range of housing types, including duplexes, triplexes, four-plexes, attached and detached row homes, carriage homes, apartments, condominiums, and small to large lot single-family homes with market rate, subsidized, and supportive housing opportunities – all with access to a Village Center, extensive and interconnected parks system, safe routes to schools, and public transit. The variety of housing types being planned for and built in Wilsonville address the needs of varying household sizes and incomes. This city-wide approach is customized to local conditions, such as surrounding land uses and access to services. The Wilsonville Town Center is the perfect location for more multifamily and mixed-use residential developments. The Frog Pond Neighborhoods, including the proposed expansion Area, are ideal to provide a variety of single-family attached and detached housing options in walkable neighborhoods, serving current and future residents.

At the time of the HNA, Wilsonville's had a housing mix of 57% multifamily and 43% single-family (attached and detached), and there was an identified need for the City to provide more single-family housing opportunities to meet local growth and demand needs. In 2017, the City's supply was 52% multifamily and 48% single-family.

The HNA recommends bringing the Advance Urban Reserve Area into the UGB and planning for additional housing in Town Center to accommodate the forecasted housing need between 2014-2034. The City is in the process of developing the Wilsonville Town Center Plan, which will be adopted later this year. As the City plans more multifamily infill opportunities in Town Center, Wilsonville will need the Advance Urban Reserve Area to continue to provide attached and detached single-family housing opportunities. Located at the edge of the city, where Urban Reserves meet Rural Reserves, the Frog Pond Area can provide more "Missing Middle" housing



choices, maintain a balance between single-family and multifamily housing development in the City, and offer different housing choices at varying price points to meet the various needs in the community.

Overall, Wilsonville has demonstrated its ability to address rapid growth, need for additional land, and commitment to provide a mix of housing types and densities. Villebois is approaching full build-out, and the City has already received two development applications for Frog Pond West. Adding Frog Pond East and South into the UGB, coupled with adopting a new Town Center Plan, will be critical for Wilsonville to continue to provide a diverse mix of housing and range of density to meet the state requirement to provide enough land to accommodate forecasted housing needs for the next 20 years.

Factor 2. Concept Planning and Master Plan Implementation

“Whether the area has been concept planned consistent with section 3.07.1110 of this chapter.”

The Frog Pond Area Plan and Frog Pond West Master Plan

The Frog Pond Area Plan (Area Plan) was adopted by the Wilsonville City Council on November 16, 2015 (See Appendix C, Resolution No. 2553). Subtitled “A Concept Plan for Three New Neighborhoods in East Wilsonville,” the Area Plan is the long range concept plan for the Frog Pond planning area. It provides a vision and set of “framework plans” for the entire 495-acre Frog Pond planning area, which includes 220 acres of land within the regional Urban Growth Boundary (UGB) and 275 acres of land in the adjacent Advance Urban Reserve (the subject of this proposal). The framework plans address land use, multi-modal transportation (streets, pedestrian ways, and bicycle ways), open space and natural resources, community design, and infrastructure. Please see Appendix A for Area Plan graphics of the adopted plans and concepts. The adopted Frog Pond Area Plan can be found as Appendix D.

Following the successful adoption of the Area Plan, the City continued the planning process to prepare the Frog Pond West Master Plan for the area within the UGB. The Master Plan provides a detailed blueprint for the development of the 180-acre area Frog Pond West neighborhood. It includes detailed zoning (the new “Residential Neighborhood” Zone), design guidelines, Comprehensive Plan map designations, and policies. It includes design and development guidance, such as a local street network demonstration plan, street cross-sections, trail alignments, park locations, natural resource area protection, and recommendations for public lighting, street trees, gateways, and signage. The adoption package also includes a detailed Infrastructure Funding Plan that was closely coordinated with the development community. The Infrastructure Funding Plan estimates the funding gap for key street, water, and park facilities, and recommends a supplemental infrastructure fee to fill the gap (currently being implemented by the City).

The Master Plan was adopted by the City Council on July 17, 2017 (Ordinance No. 806). The City received its first two land use applications for development in Frog Pond West less than one year since adoption of the Master Plan, and, based on many inquiries and pre-application conferences underway, the City expects more. The City intends to prepare similar Master Plans and implementation strategies when the Frog Pond East and South Neighborhoods are added to the UGB.

As part of the adoption of the Frog Pond Area Plan, the City Council adopted findings of compliance with Title 11 of Metro’s Urban Growth Management Functional Plan. The findings address Title 11’s Section 3.07.1110, *Planning for Areas Designated Urban Reserves*, which are the concept planning requirements. While Metro Code Section 3.07.1110 is strictly applicable to the Urban Reserve portion of the Frog Pond Area Plan, the findings provide additional information for the Frog Pond UGB area because the area was planned as a whole. The findings are 16 pages in length and attached in their entirety as Appendix E. For a key to the Title 11 findings, see Appendix L. Key findings and conclusions include:



- a. The City took the lead for concept planning and formed a Technical Advisory Committee, which resulted in coordination with a variety of agencies, including Clackamas County, Metro, ODOT, West Linn-Wilsonville School District, BPA and Tualatin Valley Fire and Rescue (See Appendix F, Letters of Support from the Service Districts). Many community members participated through the project’s Task Force meetings, open houses, online surveys, website, and extensive public outreach (See Appendix H, Letters of Support from Property Owners and Homebuilders).
- b. A mix of residential types were planned through the land use designations summarized in the following table. Residential uses are integrated with two schools (Meridian Creek Middle School and a future primary school), four parks, trails, a walkable neighborhood commercial center, and public utilities sized to serve the entire area.

Table 1: Housing Capacity and Density by Neighborhood

	Residential Designation	West Neighborhood Units	East Neighborhood Units	South Neighborhood Units	Frog Pond Total Units	East+ South Units	Average Lot Size (SF)	Max Units/ ac net
West Neighborhood Designations	LLSF (8,000 – 12,000 SF)	124	-	-	124	-	10,000	4.4
	MLSF (6,000 – 8,000 SF)	281	-	-	281	-	7,000	6.2
	SLSF (4,000 – 6,000 SF)	205	-	-	205	-	5,000	8.7
East & South Neighborhood Designations	Future LLSF (7,000 – 9,000 SF)	-	120	28	148	148	8,000	5.4
	Future MLSF (5,000 – 7,000 SF)	-	125	162	287	287	6,000	7.3
	Future SLSF (3,000 – 5,000 SF)	-	123	286	409	409	4,000	10.9
	Future ACSF (2,000 – 3,000 SF)	-	481	-	481	481	2,500	17.4
Total Units		610	849	476	1,935	1,325		
Overall net density		6.3	10.8	8.8	8.4	10.01		

- c. Transportation analysis was prepared for the initial project alternatives and on the final plan. This work included evaluation of the Wilsonville Road and Elligsen Road interchanges with I-5 (shown to operate within standards when the area is built out). Findings of consistency with the Transportation Planning Rule were prepared. The connected street plan is supported by a complementary network of pedestrian and bicycle connections. The City coordinated with the School District on Safe Routes to School as part of the recent opening of the Meridian Creek Middle School, located in the South Neighborhood. The City will do the same as part of planning for the future primary school in the West Neighborhood.
- d. The following strategies were used to provide a range of housing of different types, tenure and prices addressing the housing needs in the area.



- The overarching concept is to plan three walkable neighborhoods, referred to as the West, East and South Neighborhoods.
 - The West Neighborhood Plan focuses on detached housing on a variety of lot sizes in the existing UGB to fulfill the near-term need for single-family detached housing identified in the HNA. This focus is also in response to the many voices in the Area Plan process, who advocated for single-family housing in the Area Plan. Prior to adoption of the Area Plan, the City's Comprehensive Plan provided for 57% multifamily and 43% single-family housing, the highest multifamily percentage in the Portland region's suburban areas. This led the City and many community members to seek a ratio closer to 50% of each type, which will be accomplished through the implementation of the Area Plan.
 - In the East Neighborhood (in the Advance Urban Reserve), the strategy is to plan for higher densities and more housing variety, including attached housing. This will provide the opportunity for a variety of housing choices that are aligned with the trends and needs identified in the market analysis. The East Neighborhood will allow for townhomes, cottage lots, small lot residential, and duplexes, as well as medium (5000-7000 square feet) and large lot (7000-9000 square feet) residential adjacent to the rural reserve areas.
 - The location of the attached and cottage single-family housing designation in the Urban Reserve Area follows a "transect" model, with highest residential densities located closest to transportation infrastructure, retail uses, school facilities, and community open space.
 - There are four residential designations, allowing a total of eight different housing types and lot sizes, in the East Neighborhood, with an overall average density of 10.8 dwelling units per net acre.
 - In the South Neighborhood, the planned densities are between those estimated in the other two neighborhoods. This will provide for housing types needed by the community, while allowing for a transition to lower urban densities adjacent to the rural reserve. Within the South Neighborhood, there are three residential designations provided, with an overall average density of 8.8 dwellings per net acre.
 - Within all three neighborhoods, the Area Plan anticipates promoting variety and affordability through the City's Planned Development Residential (PDR) review process, guided by the Residential Neighborhood Zone uses and standards. This structure allows flexibility in housing types and allows lot size averaging, density transfer from natural resource areas, and accessory dwelling units.
- e. A small walkable retail node in the Urban Reserve Area will provide some employment opportunities (approximately 75-95 jobs), but is not expected to significantly impact the overall economy of the City of Wilsonville. According to the School District, the new schools are expected to employ approximately 85-100 staff.
- f. The proposed parks, natural areas, and public open spaces are linked together on the Park and Open Space Framework (See Appendix A). They include: Boeckman Creek; a future linear park adjacent to Boeckman Creek located where the Boeckman Creek Trail (a local and regional trail) will meet the western edge of the West Neighborhood; a second future neighborhood park in the West Neighborhood; the tributary to Willow Creek; private tree groves in the West Neighborhood; a future primary school in the West Neighborhood; the Frog Pond Grange; a future neighborhood park in the East neighborhood; the open space within the BPA power line corridor; the tributaries of Newland Creek located at the east end of the Frog Pond Area; the planned 10-acre Community Park and sports fields in the South Neighborhood; the completed middle school in the South Neighborhood; and the Willow Creek open space adjacent to the South Neighborhood. These greenspaces join into an open space



system where nature is just a short walk from every home, regional trails and greenspaces are readily accessible, and connections are made to Wilsonville High School, the Town Center, employment areas and other local destinations.

Factor 3: Demonstrated Progress in Existing Urban Areas

“Whether the city responsible for preparing the concept plan has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas.”

The City has, and continues to, take action and make investments in the Wilsonville Town Center and other commercial and social centers in the community. Wilsonville incorporated as a city in 1968, and just five years later adopted the Wilsonville City Center Plan. The area served by that plan became the basis for the 2040 Town Center boundary designation. Over the next forty years, private development and public-private partnerships helped build infrastructure and realize the suburban village approach to development (with a mix of housing and commercial uses lining a loop road with a park/lake in the center) as recommended by the plan. Since then, the City has changed significantly, as has the community’s vision and planning approach for Town Center. While Village at Main is not within the Town Center Plan study area boundary, its location directly adjacent to the south makes it a key development to complement the City’s central commercial district. By the late 1990s, much of the Village at Main Street planned development was completed, adding over 500 new residential units, both multi and single-family, as well as over 100,000 square feet of commercial space along the south side of Wilsonville Road within walking distance of Town Center.

Starting in 2012, the area north of the Town Center began to re-develop with new residential opportunities, bringing even more residents within walking distance of the Town Center. Almost 60 acres were re-developed into more than 850 homes, including the Terrene Apartments, Portera at the Grove (a 55 + community), Jory Trail apartments, the Grove single-family north subdivision, and the Brenchley Estates single-family subdivision.

The City has also invested significantly within Town Center. SMART provides critical transit service to Town Center and important connections to the SMART/WES transit center/commuter rail station. Key public services such as City Hall, the police station, and the Community Center, which provides important programming for seniors, are all located in Town Center. In 2005, Town Center Park was completed – a popular hub of community gatherings and activities, including Rotary concerts, Fun in the Park, and Art in the Park events. The water feature in Town Center Park is a favorite destination for families during warm summer months, and the park is home to the Korean War Memorial, developed by the Oregon Trail Chapter of the Korean War Veterans Association, dedicated on September 30, 2000.

After three decades of development and a lot of change, the City recognized the need for a new vision for the Wilsonville Town Center (as designated on Metro’s 2040 Growth Concept Map, 3.07.620B). In 2014, City Council adopted Wilsonville’s Urban Renewal Strategy and the Tourism Development Strategy, both of which identified a Town Center Redevelopment Plan as a priority action item. This happened on the heels of adopting the HNA, which recommended that the Town Center and Advance Urban Reserve are needed to accommodate forecasted housing needs for the next 20 years. The City secured funding in 2015 for the project, kicked off the Wilsonville Town Center Planning effort in October 2016, and will adopt a Town Center Plan with implementing land use regulations later this year.

The Plan will implement a new vision for Town Center established by the community: *“Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.”* The Plan will reflect the Community’s Design Concept for the Town Center, with increased



density and mixed uses designed to be more pedestrian-friendly and transit-supportive (consistent with and exceeding activity levels outlined in Title 6, 3.07.640). The concept includes multi-story buildings adjacent to I-5, a “Main Street” through the heart of Town Center and adjacent to Town Center Park, and a mix of 2-3 story buildings adjacent to the existing residential neighborhoods.

The desired outcomes, as well as the actions and investments laid out in the Plan, are consistent with those outlined in Title 6 of the UGMFP. The Wilsonville Town Center Planning project is assessing physical and market conditions, and regulations in the City’s Comprehensive Plan and Development Code (3.07.620C). This information will inform how the community’s vision for a vibrant, walkable, mixed-use Town Center can be realized. Using this information, the Town Center Plan will outline actions and investments for: removing regulatory barriers, making public investments, setting up incentives for development, reducing vehicle trips, and managing parking (3.07.620D). Upon adoption of the Plan, the City will also adopt relevant revisions to the Comprehensive Plan and Development Code to begin implementation and immediately set the framework for the new vision. A representative from Metro is involved with both the Technical Partners team and the project’s Task Force and has been very supportive of the project’s work. The City will be requesting a compliance letter during adoption of the plan (3.07.620E).

While the Wilsonville Town Center is the only officially designated center on the Metro 2040 Growth Concept Map, the City of Wilsonville has other commercial and neighborhood centers (i.e. Argyle Square, Village at Main Street, Villebois Village Center, Old Town Square) which are essential to serving neighborhoods in Wilsonville and creating complete communities. The Wilsonville Old Town Square development demonstrates the City’s partnership with ODOT and the private sector to solve a transportation level of service problem at the interchange, which in turn removed a barrier to the development of this center for the community. The result: a greatly improved transportation facility (for all modes) and a successful mixed-use center with pedestrian-oriented design, as highlighted in Metro’s Community Investment Toolkit: Innovative Design and Development Code.

Villebois is another great example of a mixed-use, pedestrian-friendly and transit-supportive community. The Village Center is a focal point for community gathering, with denser development around the Piazza with commercial uses such as a tap room, convenience store, day care and coffee cart. A strong sense of place results from the mix of uses, public spaces, detailed building architecture and urban design. The interconnected parks, multi-modal street system, and SMART service make this a truly walkable community. Villebois is of an adequate scale (500 acres/2600 rooftops) to successfully implement, in a complete community, the principles and performance measures of the centers and corridors described in the Urban Growth Management Functional Plan.

Factor 4: Best Practices for Affordable Housing

“Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas. ”

Housing Affordability in Wilsonville as a Whole

Providing diverse and affordable housing in Wilsonville has been a long-standing priority for City Council. The City of Wilsonville is committed to providing a wide range of housing types, sizes, and densities at prices and rent levels, as outlined in Comprehensive Plan Policy 4.1.4.



Policy 4.1.4: The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

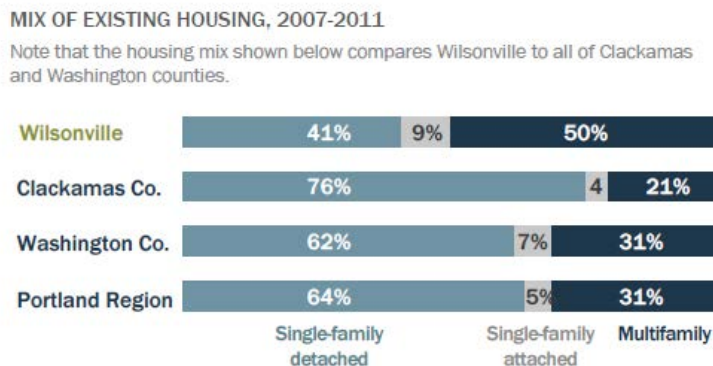
The City has taken steps and made investments to preserve and increase the supply and diversity of affordable housing within the City, as described below.

Regulated Affordable Housing. According to the 2015 Metro Regional Inventory of Regulated Affordable Housing², Wilsonville has 544 regulated affordable housing units among 14 different sites. These units amount to roughly 14% of the regulated units within Clackamas County (Wilsonville makes up only about 6% of the county’s population). 100% of these units are within 1/4 mile of bus service and within 1/2 mile of a park.

Housing Mix and Multifamily Inventory. Wilsonville’s longstanding contribution to the region’s multifamily inventory was a key component of concept planning for the Frog Pond Neighborhoods. As noted in the City’s Residential Land Study³:

- More than 50% of households in Wilsonville rent. The city has a higher percentage of renters than other cities in the region.
- Wilsonville has a higher proportion of multifamily and single-family attached housing types than the regional average (see Figure 2).

Figure 2: Mix of Existing Housing, Wilsonville Residential Land Study



Equitable Housing Strategic Plan. Wilsonville received a Metro Community Planning and Development Grant in 2016 for its Equitable Housing Strategic Plan. This Plan will assess affordability of the housing market and city demographics to help determine gaps between housing needs and supply. The goal is to adopt and implement programs and policies to address any gap(s) found by the Equitable Housing Strategic Plan. Due to the sudden passing of the project manager last summer, this project was put on hold for one year and is anticipated to be pursued later in 2018.

Property Tax Exemption. Each year, property tax exemptions are requested for properties located within the city limits that offer subsidized rent to families, seniors, and individuals meeting certain income requirements set forth by the federal government. The requirement is 60% of the estimated state median income. On December 15, 2003, Council approved the first resolution to allow property tax exemption status for low-income

² Available at <https://www.oregonmetro.gov/regional-inventory-regulated-affordable-housing>

³ Available at <https://www.ci.wilsonville.or.us/335/2014-Residential-Land-Study>



housing. This property tax exemption benefits five multifamily properties with a total of 366 dwelling units, and together is assessed at over \$24 million in value. In 2018, this exemption resulted in an estimated \$601,308 in rental savings for tenants. The total amount of foregone property tax to the city is in excess of \$71,500 per year (the remainder of the rental savings is due to similar exemptions from other taxing jurisdictions, such as the West Linn/Wilsonville School District).

Accessory Dwelling Unit (ADU) SDC Waiver. In 2010, the Wilsonville City Council elected to waive all SDC's associated with ADU's. This policy intends to encourage the creation of this affordable housing type in the City.

Mobile Home Park Closure Ordinance. In 2007, Wilsonville passed this Ordinance which requires reimbursement of homeowners who are subject to displacement as part of the closure of a mobile home park. The Ordinance included \$750,000 seeded in a compensation fund for former residents of the mobile home park. Additionally, the City (in partnership with NW Housing Alternatives) constructed Creekside Woods, a development with 84 senior units, many which are provided for low income residents, in response to needed housing after the City's largest mobile home park closed. This project demonstrates the City's ability and efforts to provide affordable housing to vulnerable populations.

Mental health housing in Villebois. There are 73 units of Community Housing for the mentally ill integrated into the fabric of the Villebois community on the West side of the City. These units were a statutorily mandated condition on the sale of the former Dammasch State Hospital site, on which the urban village of Villebois was built. These homes are dispersed and incorporated seamlessly into the neighborhood, providing essential housing opportunities in a truly inclusive and diverse residential neighborhood. The City's SMART public transit service receives funding from Clackamas County to provide transit services for residents living in the Villebois Community Housing.

Providing Housing Options. Through planning efforts in Wilsonville Town Center, the City plans to provide additional multifamily and higher-density housing within the core of the City, where housing is currently limited. In areas of the City adjacent to Rural Reserves, on the other hand, the City is planning for a mix of single-family, cottage, duplexes, and attached housing types. Taken together, the City is arranging for a wide variety of new housing, and multiple housing options at a variety of given price points.

Housing affordability within Frog Pond East and South

Housing affordability was a significant part of the discussion when planning for Frog Pond East and South. Several key points are summarized below.

- **Lowering Per-Unit Infrastructure Costs.** Land, home construction, and infrastructure costs all play a role in housing affordability. As part of the evaluation of options for the housing element of the Frog Pond Area Plan, two analyses (See Appendix J, Land Development Financial Analysis and the Infrastructure Funding Strategy, Leyland Consulting Group) were prepared to address housing affordability, development feasibility, and how to pay for infrastructure. What followed was a community discussion aimed at balancing the needed infrastructure to create livable neighborhoods with the burden of passing these costs onto future homeowners. The Planning Commission and City Council approved the plan for Frog Pond East and South to provide a greater number of housing units compared to Frog Pond West, to distribute costs and enjoy the associated amenities. The strategic objective was to increase housing variety and improve affordability as new phases of the Frog Pond Area develop. Additionally, the City has pursued a substantial amendment to the Year 2000 Urban Renewal District to pay for the rebuilding of the Boeckman Road "dip" just west of the project area. The preliminary cost estimates for the new bridge structure ranges from \$12 - 14 million. The adopted average density of the Frog Pond



West neighborhood (within the UGB) was 6.3 units per net acre. Frog Pond East and South are planned at 10.8 and 8.8 units per net acre respectively.

- **A Variety of Housing Types.** An important part of the housing affordability picture is "Missing Middle" housing, which includes a variety of small lot attached single-family and low-rise multifamily housing types. The East Neighborhood Demonstration Plan, included in the Frog Pond Area Plan, shows an example layout of the neighborhood that would meet density targets primarily through small-lot homes, duplexes, townhomes, and cottage developments (Appendix A).
- **Walkable and Bikeable Amenities.** Transportation costs are a significant economic burden on those with low-incomes. The Frog Pond East and South neighborhoods are planned as highly connected and multi-modal parts of the City, allowing for access to the neighborhoods' many amenities by bike, on foot, or via SMART transit. Front doors face vibrant green streets with safe bicycle and pedestrian facilities, a planned commercial center provides locally-serving commercial businesses, and active green spaces abound within these neighborhoods. Frog Pond East and South are also an easy bicycle or transit ride to major employers in the City (see response to Factor 2), as well as Wilsonville High School and the new schools in the Frog Pond Area.
- **Transit Availability.** Frog Pond East and South were planned to include SMART transit service, allowing future residents a greater range of transportation options. Transit access may reduce reliance on automobile ownership and related transportation-related costs for residents able to commute to Wilsonville employers and other amenities within the City.
- **Equitable Housing Strategic Plan items.** Additional specific actions and strategic recommendations will come from the Equitable Housing Strategic Plan to further promote affordable housing in the Frog Pond Neighborhoods.

Factor 5: Advancing Outcomes set forth in Metro's Regional Framework Plan

"Whether the city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan. "

Responses to each of the six outcomes set forth in Chapter One of the Regional Framework Plan are included below. Within each response, the narrative is broken out into two sections: "Wilsonville as a Whole" addresses policies or investments citywide; and, "The Frog Pond Area" addresses the concept plan for the expansion area itself and how the proposed expansion advances each outcome.

Outcome 1. People live, work and play in vibrant communities where their everyday needs are easily accessible.

Wilsonville as a Whole. As seen on the Metro 2040 Growth Concept Map, the City of Wilsonville contains a diverse mixture of neighborhoods, employment land, a town center, a corridor, regional open space, and a station community. Wilsonville has supported and approved projects that span the range of land uses and Functional Plan growth strategies. A few examples of results include:

- **Neighborhoods:** Villebois (award-winning new urban community); Canyon Creek Meadows (award-winning walkable subdivision with single-family detached, single-family attached and cottage lots blended together), several new multifamily projects (now 52% of all housing in Wilsonville is multifamily); and thousands of residents located in and within walking distance to Town Center (an active, mixed-use commercial and residential area).
- **Employment:** With approximately 1/3 of the city zoned for industrial/employment, Wilsonville is home to over 800 businesses that employ 21,000 citizens. High tech companies such as Mentor Graphics, Rockwell Collins, FLIR Systems and DW Fritz call Wilsonville home.



- **Town Center:** Wilsonville’s Old Town area has had successful pedestrian-oriented commercial development under the City’s Old Town Design Overlay. With the help of a Metro Community Planning and Development Grant, the City is currently leading a community planning process for the Wilsonville Town Center, which will establish a new vision and plan for the Town Center area with performance measures consistent with the six desired outcomes.
- **Regional and local open space:** Regional open space at the 250-acre Graham Oaks Nature Park (a partnership between the City and Metro) on the City’s west edge and the 100-acre Memorial Park to the east provide examples of large scale parks and open spaces where environmental restoration of Willamette Valley habitat types is taking place. The City has over 15 active parks totaling more than 256 acres providing complete recreational opportunities and experiences, whether it be active sports fields or quiet, contemplative natural areas with trails.
- **HEAL City:** The City of Wilsonville is one of the first in Oregon to become a HEAL city. HEAL stands for Healthy Eating, Active Living. The HEAL Cities Campaign promotes policies that lead to equitable health outcomes and support the overall well-being of all families and businesses, especially those in neighborhoods with the greatest health disparities. One successful example of this program includes the healthy snack check out aisle at the Safeway grocery store in Town Center where only healthy natural snacks are available as opposed to candy and junk food.

Frog Pond Area. The Frog Pond Neighborhoods continue this tradition of planning in the City and are planned as a vibrant and walkable area that is integrated with the rest of the City. The Frog Pond East and South Neighborhoods are designed around easy access to parks and trails, Meridian Creek Middle School and the future primary school, a future community park, and a proposed neighborhood-serving commercial area at the corner of SW Advance Road and SW Stafford Road. These neighborhoods are near (about one mile to) Wilsonville's Eastside high-tech employment centers (Mentor Graphics, Xerox, Rockwell Collins, FLIR), and Wilsonville High School. The Wilsonville Town Center is only about 1.5 miles away - a quick bike ride. Frog Pond residents will also be able to access Town Center via the future Boeckman Creek Trail. The neighborhoods are planned so that SMART transit will circulate through and connect them to the above-referenced destinations.

Outcome 2: Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

Wilsonville as a Whole. Wilsonville contributes a strong employment base to the region's economy. Major employers include the Xerox Corporation, Mentor Graphics, Sysco, Rockwell Collins and Precision Interconnect, among others. The City is currently planning for additional employment lands in the Coffee Creek and Basalt Creek areas, with a high level of coordination with Tualatin, Washington County and others. The City has established an urban renewal district to support the successful implementation of the Coffee Creek area through construction of catalytic infrastructure and transportation improvements. The strong, local economy provides a tax base for the City to provide SMART transit options free to all throughout the City, as well as needed infrastructure improvements.

Frog Pond Area. Wilsonville has a very strong economy and recognizes the opportunity to support it by adding more housing choices and capacity in Frog Pond and other areas of the City. As part of the land planning for Frog Pond, the City adopted an innovative Infrastructure Funding Plan for Frog Pond West to add certainty to implementation. This approach will also be utilized for Frog Pond East and South when these Urban Reserve areas are added to the UGB. Additionally, the City committed to providing the major infrastructure that is needed but beyond the ability of developers to cover, including the Boeckman Creek sewer interceptor, Memorial Park sanitary sewer pump station and Boeckman Road “dip” bridge replacement. Adding land for housing and certainty for necessary infrastructure ultimately leads to homes built within proximity to Wilsonville’s job centers and increases the potential to both live and work in Wilsonville.



Outcome 3. People have safe and reliable transportation choices that enhance their quality of life.

Wilsonville as a Whole. The Wilsonville Transportation System Plan (TSP) lays out a coordinated multi-modal transportation system that is strategically designed and collaboratively built. Wilsonville's transportation system provides mode and route choices to deliver safe and convenient local accessibility to ensure that the City retains its high levels of quality of life and economic health. The City of Wilsonville is the southern terminus of the Westside Express Service (WES) commuter rail, and is served by South Metro Area Regional Transit (SMART), which provide residents, employees, and visitors additional transportation choices and offers free service within the City as well as connections to Portland and Salem.

The City was recently re-designated as a *Bronze Walk Friendly Community* for the second time and was granted the *Voice of the People Award for Mobility* from the International City/County Management Association (ICMA) for accessibility of a community by motorized and non-motorized modes of transportation (e.g., ease of travel, traffic flow, ease of walking, availability of paths and walking trails). The City recently completed a Bicycle and Pedestrian Connectivity Action Plan that highlights numerous connectivity projects and ongoing programs that the City offers. Recently completed multi-modal street projects include the Canyon Creek Road extension to Town Center and the Kinsman Road extension from Boeckman Road to Barber Street which is a freight corridor. Tooze Road on the north side of Villebois is currently under reconstruction. Engineering design is underway for a new road connecting 5th Street in Old Town to Kinsman Road, providing a much needed parallel route to Wilsonville Road. The City received a Metro RRFA grant for design and acquisition and is in the planning stages for a new bicycle and pedestrian bridge over I-5 that will connect the Town Center to west Wilsonville/Villebois/WES in addition to planning the type, size and location of the French Prairie Bicycle Pedestrian Emergency Services Bridge over the Willamette River.

The Frog Pond Area Plan. The vision and strategy for the Frog Pond Area is to create three distinct neighborhoods that are connected to each other and to the rest of Wilsonville through a transportation network that is safe and convenient, whether one is traveling by foot, bike, SMART, or personal automobile. The Plan's Transportation Framework (See Appendix A) emphasizes high quality pedestrian routes to planned school and park sites in the South Neighborhood, as well as the numerous other park and trail amenities in the Frog Pond Area. The West Linn-Wilsonville School District's Safe Routes to School program has been part of the planning process for the Frog Pond Area and will build upon the Transportation Framework by providing additional detail and site-specific recommendations. The City of Wilsonville is making significant investments in multi-modal transportation, including an improved Boeckman Bridge that connects the Frog Pond Area to the rest of the city, improves pedestrian connectivity, and fixes vertical curve safety issues with the existing bridge and roadway.

Outcome 4. The region is a leader in minimizing contributions to global warming.

Wilsonville as a Whole. The City of Wilsonville is the southern terminus of the Westside Express Service (WES) commuter rail, and is served by South Metro Area Regional Transit (SMART) with a hub at SMART Central. These transit solutions help reduce transportation-related greenhouse emissions by providing alternatives to the personal automobile. SMART is a leader in the region for integrating alternative fuel vehicles into its service routes, capitalizing on federal grants to purchase and incorporate these buses into its fleet. Currently, SMART operates a fleet of four CNG vehicles, going to 10 by 2020 in addition to expecting their first two fully electric vehicles by March of 2019, with another to follow in late 2020. Also, SMART currently operates two hybrid electric vehicles.

SMART also provides regional services to Canby, Salem, and Portland to facilitate public transit for employees who live outside of the City, and works with local businesses to promote ride sharing and carpooling opportunities for the employees through the SMART Options Commuter Program. SMART further participates



in the statewide program, Drive Less Connect, which is an online tool that matches individuals with people traveling the same way for work or other activities.

The City requires protection of Statewide Planning Goal 5 significant natural resources, Metro UGMFP Title's 3 and 13 natural areas, riparian areas and upland tree groves through its Significant Resource Overlay Zone (SROZ), as well as significant individual trees into the fabric of new development at the project level. The City also requires planting of diverse street trees for all new developments within Wilsonville. In 2017 and 2018, the City undertook an inventory of all its street trees and provided data of the street tree benefits to the City, including a total stored carbon dioxide benefit of almost 50 million pounds and an annual sequestered carbon dioxide benefit of almost 4 million pounds.

The City of Wilsonville has created a robust bicycle and pedestrian network for a suburban community that gives residents choices to walk, ride or take transit reducing carbon emissions. The City also participates in PGE's Clean Wind program to utilize renewable energy sources, and the Environmental Protection Agency's Green Power Community program. Additionally, Wilsonville is home to several leaders in clean and green technology, such as Energy Storage Systems (ESS) and XZERES wind turbines, as well as Oregon Tech, which provides training and education for such jobs through its Renewable Energy Engineering Degree Program.

Frog Pond Area. The housing planned for the Frog Pond East and South Neighborhoods addresses residential demand that may otherwise occur in areas outside the UGB, either in rural residential areas or in communities such as Sherwood, Newberg, Canby, and Woodburn. During the Frog Pond Area Plan, there was extensive citizen comment about the need to increase local housing supply and choices. Residential growth within the City of Wilsonville will help support economic growth as noted in the response to outcome 2, leading to more housing near Wilsonville's major employment centers and potentially allowing for more local commutes. Additionally, the focus on walkability and bikeability, local retail and transit access for the planned Frog Pond neighborhoods will allow trips to and from school and services without relying solely on automobile travel.

Consistent with the City's requirements for street trees with new development, the Frog Pond East and South neighborhood developments will also be required to plant street trees, further bolstering the environmental benefits of the City's street tree inventory. Additionally, significant individual specimens and groves of native trees, particularly Oregon white oak, will be retained and natural resource areas such as the Boeckman Creek canyon will be enhanced and restored over time as part of the project.

Outcome 5. Current and future generations enjoy clean air, clean water, and healthy ecosystems.

Wilsonville as a Whole. The City has been a leader in natural resource protection since the adoption of its first Comprehensive Plan where Primary Open Space protected all of the City's riparian corridors and significant upland resources. The City again led the region with adoption of a comprehensive set of policies that addressed Statewide Planning Goal 5 significant natural resources (including upland wildlife habitat), Metro's Title 3 water quality areas, and a response to the federal listing of endangered salmonids in the upper Willamette River. This comprehensive program, the Significant Resource Overlay Zone (SROZ), was adopted in 2001 and was later found to be in substantial compliance with the requirements of Metro's Title 13 Nature in Neighborhoods. The City also heavily engages in restoration activities with Friends of Trees and has been designated a Tree City USA for 20 consecutive years. Recently, outreach and community engagement with the Northwest Center for Alternatives to Pesticides (NCAP) led to a Bee City USA designation for the City.

Frog Pond Area. During the Frog Pond Area Plan process, the City looked closely at how to protect and enhance natural resources within the area. The three creeks that frame the planning area (Boeckman, Newland and Willow Creeks) were an important consideration in laying out the plan. The land uses and streets organization maximizes physical and visual access to these resources, while minimizing direct impact. The City of Wilsonville's



Significant Resource Overlay Zone (SROZ) will protect natural resources and implement Metro Titles 3 and 13, as well as Statewide Planning Goal 5. The City's rigorous tree protection standards will also apply, and a verdant canopy of street trees is a key component in plans for the area's roadways and walkways. Frog Pond's natural areas are connected to its three neighborhood parks and Community Park via trails and the connected street system.

Outcome 6. The benefits and burdens of growth and change are distributed equitably.

Wilsonville as a Whole. With the adoption of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion in 2016, as well as creation of the 2015 Equity Baseline Report, Metro has committed to addressing barriers experienced by people of color and improving equity outcomes for historically disadvantaged groups. As noted in the Wilsonville Residential Land Study, the Hispanic/Latino(a) population is Wilsonville's fastest growing ethnic group. The City recognizes that the implications for this are a need for larger, lower-cost renting and ownership opportunities for larger households with more children, and multigenerational households, which will be an important housing type in the city's Equitable Housing Strategic Plan. The City actively partners with Northwest Housing Alternatives, San Francisco La Tienda, and Wilsonville schools' Latino Advisory Groups to engage the City's Spanish-speaking and Latino(a) population in planning efforts. During the recent Wilsonville Town Center process, the City provided interpretative services for public meetings, provided Spanish-language materials, and hosted an Open House led in Spanish. These efforts are an example of the way the City is providing more meaningful engagement and can help identify better ways to promote cultural equity. In addition, the City conducts outreach at Wilsonville Community Sharing (a local food bank, utility assistance, prescription help, and housing support center) to reach low-income and multicultural perspectives, including a growing refugee community. As demonstrated in Outcome 4, the City is also working toward housing equity with more progress anticipated to be made as part of the Equitable Housing Strategic Plan. SMART promotes transportation equity through fare less rides, and the diverse distribution of housing types throughout the community provides access to parks and open spaces offering environmental equity. While the benefits and burdens of plans and policies are not currently being measured in a meaningful way, the City strives to improve its processes in these areas and desires to be a partner with Metro in advancing these important outcomes. The Council's commitment to equity and inclusivity is expressed in Resolution No. 2626 Declaring the City of Wilsonville a Welcoming and Inclusive City (See Appendix K).

The Frog Pond Area Plan. As noted in the response to Criteria 4, the City of Wilsonville already has a high proportion of multifamily housing and rental housing compared to other suburban cities of the region. An explicit part of planning for the Frog Pond Neighborhoods has been the addition of more single-family detached homes to the housing stock, which may be more suitable for multigenerational and Hispanic/Latino(a) households in the future. Additionally, new schools, parks, and other amenities within the Frog Pond Area will provide walkable and bikeable amenities and transportation safety improvements for residents on the east side of the City, particularly for the numerous large multifamily complexes in the vicinity.

SUMMARY

To summarize, this proposal to add 275 acres of planned and development-ready land in east Wilsonville to the UGB will help meet local and regional housing needs, add to the livability of Wilsonville, and support Metro's planning goals. Thank you for your consideration.