



TUALATIN CITY COUNCIL

Monday, AUGUST 13, 2018

JUANITA POHL CENTER

8513 SW Tualatin Road

Tualatin, OR 97062

WORK SESSION begins at 5:00 p.m.

BUSINESS MEETING begins at 7:00 p.m.

Mayor Lou Ogden

Council President Joelle Davis

Councilor Robert Kellogg
Councilor Paul Morrison

Councilor Frank Bubenik
Councilor Nancy Grimes

Councilor Jeff DeHaan

Welcome! By your presence in the City Council Chambers, you are participating in the process of representative government. To encourage that participation, the City Council has specified a time for your comments on its agenda, following Announcements, at which time citizens may address the Council concerning any item not on the agenda or to request to have an item removed from the consent agenda. If you wish to speak on a item already on the agenda, comment will be taken during that item. Please fill out a Speaker Request Form and submit it to the Recording Secretary. You will be called forward during the appropriate time; each speaker will be limited to three minutes, unless the time limit is extended by the Mayor with the consent of the Council.

Copies of staff reports or other written documentation relating to each item of business referred to on this agenda are available for review on the City website at www.tualatinoregon.gov/meetings, the Library located at 18878 SW Martinazzi Avenue, and on file in the Office of the City Manager for public inspection. Any person with a question concerning any agenda item may call Administration at 503.691.3011 to make an inquiry concerning the nature of the item described on the agenda.

In compliance with the Americans With Disabilities Act, if you need special assistance to participate in this meeting, you should contact Administration at 503.691.3011. Notification thirty-six (36) hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

Council meetings are televised *live* the day of the meeting through Washington County Cable Access Channel 28. The replay schedule for Council meetings can be found at www.tvctv.org. Council meetings can also be viewed by live *streaming video* on the day of the meeting at www.tualatinoregon.gov/meetings.

Your City government welcomes your interest and hopes you will attend the City of Tualatin Council meetings often.

PROCESS FOR LEGISLATIVE PUBLIC HEARINGS

A **legislative** public hearing is typically held on matters which affect the general welfare of the entire City rather than a specific piece of property.

1. Mayor opens the public hearing and identifies the subject.
2. A staff member presents the staff report.
3. Public testimony is taken.
4. Council then asks questions of staff, the applicant, or any member of the public who testified.
5. When the Council has finished questions, the Mayor closes the public hearing.
6. When the public hearing is closed, Council will then deliberate to a decision and a motion will be made to either *approve*, *deny*, or *continue* the public hearing.

PROCESS FOR QUASI-JUDICIAL PUBLIC HEARINGS

A **quasi-judicial** public hearing is typically held for annexations, planning district changes, conditional use permits, comprehensive plan changes, and appeals from subdivisions, partitions and architectural review.

1. Mayor opens the public hearing and identifies the case to be considered.
2. A staff member presents the staff report.
3. Public testimony is taken:
 - a) In support of the application
 - b) In opposition or neutral
4. Council then asks questions of staff, the applicant, or any member of the public who testified.
5. When Council has finished its questions, the Mayor closes the public hearing.
6. When the public hearing is closed, Council will then deliberate to a decision and a motion will be made to either *approve*, *approve with conditions*, or *deny the application*, or *continue* the public hearing.

TIME LIMITS FOR PUBLIC HEARINGS

The purpose of time limits on public hearing testimony is to provide all interested persons with an adequate opportunity to present and respond to testimony. All persons providing testimony **shall be limited to 3 minutes**, subject to the right of the Mayor to amend or waive the time limits.

EXECUTIVE SESSION INFORMATION

An Executive Session is a meeting of the City Council that is closed to the public to allow the City Council to discuss certain confidential matters. An Executive Session may be conducted as a separate meeting or as a portion of the regular Council meeting. No final decisions or actions may be made in Executive Session. In many, but not all, circumstances, members of the news media may attend an Executive Session.

The City Council may go into Executive Session for certain reasons specified by Oregon law. These reasons include, but are not limited to: ORS 192.660(2)(a) employment of personnel; ORS 192.660(2)(b) dismissal or discipline of personnel; ORS 192.660(2)(d) labor relations; ORS 192.660(2)(e) real property transactions; ORS 192.660(2)(f) information or records exempt by law from public inspection; ORS 192.660(2)(h) current litigation or litigation likely to be filed; and ORS 192.660(2)(i) employee performance of chief executive officer.



OFFICIAL AGENDA OF THE TUALATIN CITY COUNCIL MEETING FOR AUGUST 13, 2018

A. CALL TO ORDER
Pledge of Allegiance

B. ANNOUNCEMENTS

1. Update on the Tualatin Youth Advisory Council's Activities for August 2018

C. CITIZEN COMMENTS

This section of the agenda allows anyone to address the Council regarding any issue not on the agenda, or to request to have an item removed from the consent agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

D. CONSENT AGENDA

The Consent Agenda will be enacted with one vote. The Mayor will ask Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. If you wish to request an item to be removed from the consent agenda you should do so during the Citizen Comment section of the agenda. The matters removed from the Consent Agenda will be considered individually at the end of this Agenda under, Items Removed from the Consent Agenda. The entire Consent Agenda, with the exception of items removed from the Consent Agenda to be discussed, is then voted upon by roll call under one motion.

1. Consideration of Approval of the Minutes for the Work Session Meeting of July 9, 2018 and Work Session and Regular Meetings of July 23, 2018
2. Consideration of Approval of a New Liquor License Application for Casa Colima Mexican Restaurant
3. Consideration of **Resolution No. 5388-18** Authorizing the City Manager to Execute An Amendment For Renewal Of The Intergovernmental Agreement (IGA) With Oregon Department Of Environmental Quality (DEQ) To Allow An Air Monitoring Station Within Public Right-Of-Way West Of SW Bradbury Court
4. Consideration of **Resolution No. 5389-18** Authorizing the City Manager to Execute A Revocable Permit To Allow The Victoria Meadows Home Owners Association Access Over A Public Stormwater Tract To Enable Maintenance Of Their Wetlands and Buffer
5. Consideration of **Resolution No. 5391-18** Accepting Public Improvements for Construction of the Saum Creek Greenway Trail Project at Sagert Farm Subdivision, Sequoia Ridge Subdivision and Venetia Subdivision
6. Consideration of **Resolution No. 5392-18** Accepting the Basalt Creek Concept Plan

E. GENERAL BUSINESS

If you wish to speak on a general business item please fill out a Speaker Request Form and you will be called forward during the appropriate item. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

1. Consideration of **Ordinance No. 1412-18** Relating to Parking; and Amending Tualatin Municipal Code 8-1-252 to Create a Residential Parking Zone on SW Alabama Street

F. ITEMS REMOVED FROM CONSENT AGENDA

Items removed from the Consent Agenda will be discussed individually at this time. The Mayor may impose a time limit on speakers addressing these issues.

G. COMMUNICATIONS FROM COUNCILORS

H. ADJOURNMENT

City Council Meeting

Meeting Date: 08/13/2018

ANNOUNCEMENTS: Tualatin Youth Advisory Council Update, August 2018

ANNOUNCEMENTS

Update on the Tualatin Youth Advisory Council's Activities for August 2018

SUMMARY

A. YAC Update

August 13, 2018

Tualatin Youth Advisory Council

Youth Participating in Governance

August 11

Spider Man Homecoming

August 18

Guardians of the Galaxy

August 25

Black Panther



Coming Soon – Pumpkin Regatta

- Saturday, October 20
- Crafts, pumpkin carving, pumpkin bowling, facepainting
- Proceeds help fund NLC trip in March!



Coming Soon – Haunted house



- October 24-27
- Van Raden
Community Center

Coming Soon – New Member Recruitment

- Recruitment push at beginning of school year
- Open to grades 8, 9, and 11
- 6-8 open positions





STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nicole Morris, Deputy City Recorder

DATE: 08/13/2018

SUBJECT: Consideration of Approval of the Minutes for the Work Session Meeting of July 9, 2018 and Work Session and Regular Meetings of July 23, 2018

ISSUE BEFORE THE COUNCIL:

The issue before the Council is to approve the minutes for the Work Session Meeting of July 9, 2018 and Work Session and Regular Meetings of July 23, 2018.

RECOMMENDATION:

Staff respectfully recommends that the Council adopt the attached minutes.

Attachments: [City Council Work Session Minutes of July 9, 2018](#)
[City Council Work Session Minutes of July 23, 2018](#)
[City Council Regular Meeting Minutes of July 23, 2018](#)



Present: Mayor Lou Ogden; Councilor Frank Bubenik; Council President Joelle Davis; Councilor Nancy Grimes; Councilor Paul Morrison; Councilor Jeff DeHaan

Absent: Councilor Robert Kellogg

Staff Present: City Manager Sherilyn Lombos; City Attorney Sean Brady; Police Chief Bill Steele; Planning Manager Aquilla Hurd-Ravich; Deputy City Recorder Nicole Morris; Assistant to the City Manager Tanya Williams; Parks and Recreation Manager Rich Mueller; City Engineer Jeff Fuchs; IS Director Bates Russell; Parks and Recreation Director Ross Hoover

CALL TO ORDER

Mayor Ogden called the meeting to order at 5:00 p.m.

1. ***SW Corridor Update.***

Metro Staff Chris Ford and TriMet Staff Dave Unsworth presented an update on the SW Corridor Plan. Mr. Ford provided a brief background on the project. He reviewed existing and proposed high capacity transit. It was stated the reason for this plan is due to the 2040 Growth Concept Map where they anticipate more than 70,000 people to be moving in along the corridor. He added the plan is more than a light rail project and includes new walk and bike connections between Barbur and Marquam Hill, a two mile shared transit way to allow buses to bypass traffic congestion, a shuttle between PCC- Sylvania and nearby stations, and continuous sidewalk and protected bike lanes where light rail transit (LRT) is on Barbur.

Mr. Unsworth spoke to the benefits of the project. He stated the line will accommodate 43,000 rides per day. The plan will also help the region address climate action goals by reducing single occupancy driving and housing near stations. He stated LRT has been selected over bus rapid transit for the project. Mr. Unsworth noted there are still major route decisions left to be made. The initial route proposal was prepared by partner staff with the suggestion for LRT. The proposal includes modifications to avoid/minimize impacts to housing, business, and cost identified in DEIS. He spoke to the overall route from downtown Portland to Bridgeport Village. He noted a through route was selected as it provides better connectivity between Tigard and Tualatin, better transit service for downtown Tigard, lower operating costs, and more cost-effective reliable operations. The route is proposed to run along Barbur as it provides a shorter connection to Marquam Hill, faster travel time, and fewer property impacts. Other suggested modifications include using the Barbur route and avoiding Barbur viaducts, running down the center of the road, not rebuilding the Crossroads Bridge, and avoiding Beveland and Ash crossings which can connect easier to downtown Tigard. He spoke to the Bridgeport Village station stating it will provide faster travel times, better proximity to residential areas of Tigard, and displaces

fewer businesses and employees. He touched on the Village Inn concerns stating no final decisions have been made.

Mr. Unsworth spoke to the project cost and funding stating the initial route proposal is estimated to be \$2.6-2.8 billion. They believe up to 50% of this could be funded with the federal FTA New Starts program and the remaining 50% would be local dollars through the state, TriMet, Metro, local cities, counties, and a regional funding measure.

Mayor Ogden asked what the anticipated ceiling is for the project. Mr. Unsworth stated \$1.2-1.25 billion will be from the federal government. Mayor Ogden asked if there have been grants that large given before. Mr. Unsworth stated there have been large grants given to other major cities including New York and San Francisco.

Councilor Bubenik stated when he was in Washington DC last they announced the 50/50 match wasn't happening anymore. He also added citizens are antsy about what the bond measure ask will be. Councilor Dirksen added there isn't enough information to ask how much it's going to cost since it is still being determined what will be included in the package. Mr. Unsworth stated staff is still working on dialing numbers in and finding the most cost effective solutions for the project.

Mr. Unsworth continued the presentation stating the preferred alternative is a single light rail route that includes a Marquam Hill connection, PCC Sylvania Shuttle, and an operations and maintenance facility. He noted the work on the project that remains to be done includes: stations and park and rides, design refinements, and station access improvements. He spoke to upcoming decisions. Noting the comment period will remain open until the end of July. The project is moving towards a locally preferred alternative in August with local hearings to consider route in September and October. After the local preferred alternative is selected the project will be passed over to TriMet for project development in 2019. In 2020 voters will decide on a regional funding measure and in 2022 work will be done to secure federal funds. A targeted opening date is projected in 2027.

Council President Davis stated she is a fan of light rail with dedicated right of ways and elevations. She has concerns with a bond passing in this area in regards to the potential displacement of the Village Inn. She would like other alternatives in the area considered.

Councilor DeHaan asked if there are existing bonds for light rail. Mr. Unsworth stated the orange line bonds are still being paid, he noted they are not property tax funded bonds. Councilor DeHaan asked if there has been value added into the area of the orange line. Councilor Dirksen stated citizens are very happy with the line and property values have increased.

Councilor Bubenik thanked Metro and Tri-Met for the open houses that have been held.

Mayor Ogden asked about cost per ride. Mr. Unsworth stated the FTA requires a combo of ridership from current and forecasted years. They believe the IRP capital cost is \$2.7 billion. The annualized capital cost per ride in 2035 on the initial route proposal would be \$3.67.

Mayor Ogden asked about the process of getting a better presumption on the total funding and when there would be more certainty on the cost. Mr. Unsworth stated the final costs should be available in 2019. Mayor Ogden asked when the final decision will be made on the location in the Bridgeport area. Mr. Unsworth stated it will get perfected by the steering committee members in the next 6-8 months during the project design phase.

2. *Metro Update with Councilor Craig Dirksen.*

Metro Councilor Dirksen and Metro Staff Andy Shaw provided information on the upcoming affordable housing measure. Councilor Dirksen stated Metro Council will be referring a measure to the region voters to create Affordable Housing for 12,000 low income people. Metro Councilors and staff have met with groups across the region to develop the measure in a way that is most feasible for the region. Councilor Dirksen stated housing affordability is an overarching regional challenge. The best solution to this is a regional approach to bring all of the local communities to the table to address the problem together. Metro will be the lead on this as they are able to implement a region wide tax and bring economies of scale to the project. Metro Staff Andy Shaw spoke to the bond measure. He stated the measure proposes a \$652.8 million general obligation bond. The bond could potentially serve 12,000 people by producing 3,900 units. The average tax would be \$60 per year.

Mayor Ogden asked if the money will be used to offset the costs of building. Metro Staff Shaw stated the Housing Authorities would work with other agencies to underwrite the cost of the actual development. The tax credit would draw down the cost of building. The rent would then cover the operations and maintenance of the facilities.

Mayor Ogden asked about the amount of vouchers Washington County had issued. Metro Staff Shaw stated Washington County offered up 200 vouchers that are currently not being used. He also noted they will need to find additional support services for the lowest income levels.

Councilor Bubenik presented four concerns from the Policy Advisory Board (PAB): not enough vouchers, the administrative costs associated with a program, metros final approval to override per the bond, and the amount of land for a large complex in Washington County. Metro Staff Shaw stated staff is working with the PAB on those concerns.

Council President Davis stated she is concerned there are no requirements set to provide housing at certain poverty levels. Metro Staff Shaw spoke to the funding breakdown. He noted it is not dispersed by poverty levels.

3. *Parks & Recreation Master Plan Update.*

Parks and Recreation Director Ross Hoover, Parks and Recreation Manager Rich Mueller, and Project Consultant Cindy Mendoza presented an update on the Parks and Recreation Master Plan. Director Hoover briefly reviewed the goals and objectives of the plan. He then proceeded to present the two types of recommendations: system wide and site specific. The system wide recommendations addressed:

- Accessibility and inclusivity in parks and facilities.
- Walkability, bikeability, and interconnected city by providing a network of regional and local trails.
- Conserving and restore natural areas.
- Vibrant programs, events, and recreation opportunities.
- Support of public arts through programs, parks, and public spaces.
- Promotion of a unique identity, economic vitality, and tourism.
- Manage and maintain parks, facilities, and programs.

Site specific recommendations included:

- Enhancements to large neighborhood parks.
- Replacement of amenities and maintenance of small neighborhood parks.
- Maintenance at community parks.
- Plan for and maintain natural parks and areas.
- Connect and enhance trails and greenways both regionally and locally.
- Plan for new parks and potential partnerships.
- Plan for new facilities including a community recreation center, sports fields and courts, and other outdoor facilities.
- Plan for additions to public art.

Consultant Mendoza spoke to next steps. Staff is currently working on an action and funding plan for implementation. A draft plan will be prepared for the council in the coming fall with an adoption scheduled for late fall/early winter.

Councilor Morrison stated he has seen other communities self-fund athletic fields and wanted to know if staff has looked into that type of funding. Director Hoover spoke to balancing funding and revenue to build sustainable facilities.

Councilor DeHaan spoke to the online questionnaire. He stated the top item was to build more connected trails and the least favorable was public art. He asked how these priorities are being balanced. Consultant Mendoza stated she is working on a public priorities checklist as part of the plan.

Councilor Bubenik asked if a new Community Center would just be augmenting the Pohl Center or if it would be a new facility. Consultant Mendoza stated the vision for this type of facility is for a multipurpose community and recreation center that combines cultural and performing arts, and does not include an aquatic facility. How that would happen has not been further explored.

Mayor Ogden asked if there are specific projects identified. Director Hoover stated there is a matrix included in the packet that lists the specific projects. The prioritization discussion will bring forward potential costs and scale for the projects. Mayor Ogden asked when that process will happen. Director Hoover stated it is happening currently at the staff level and will come back to Council late summer/early fall.

4. Council Meeting Agenda Review, Communications & Roundtable.

None.

ADJOURNMENT

The work session adjourned at 6:52 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Lou Ogden, Mayor



Present: Mayor Lou Ogden; Councilor Frank Bubenik; Council President Joelle Davis; Councilor Paul Morrison; Councilor Jeff DeHaan; Councilor Robert Kellogg- via phone

Absent: Councilor Nancy Grimes

Staff Present: City Manager Sherilyn Lombos; City Attorney Sean Brady; Police Chief Bill Steele; Finance Director Don Hudson; Planning Manager Aquilla Hurd-Ravich; Deputy City Recorder Nicole Morris; Assistant to the City Manager Tanya Williams; City Engineer Jeff Fuchs; IS Director Bates Russell; Accounting Supervisor Matthew Warner; Parks and Recreation Director Ross Hoover; Parks and Recreation Manager Rich Mueller

CALL TO ORDER

Council President Davis called the meeting to order at 5:04 p.m.

1. *City Investment Policy.*

Finance Director Don Hudson, Assistant Finance Director Matt Warner, and Government Portfolio Advisors Staff Deanne Woodring presented a city investment policy. Director Hudson stated the city currently invests in the Local Government Investment Pool (LGIP) and follows the investment policy found in state statute. With the passage of the transportation funding measure and the upcoming bond issue, staff will need to invest the bond proceeds. The LGIP has a maximum amount that can be invested in the Pool and we are at that limit. He stated staff entered in a contract with Government Portfolio Advisors to assist in the investment of bond proceeds. Director Hudson stated staff is proposing a short-form investment policy that will allow the City to invest bond proceeds after the bond sale in August. He stated the policy will allow the City to invest the bond proceeds while the full investment policy is sent for review by the Oregon Short Term Fund (OSTF) Board. After the policy is reviewed by OSTF, staff will come back to the Council for adoption of the full policy.

Councilor Bubenik asked if this policy is just for the transportation bond or to help move other funds around. Director Hudson stated the short form is for the bond proceeds. He noted the long term policy will allow the city to maximize returns with other investments.

Councilor DeHaan asked what the LGIP pool maximum is. Director Hudson stated it is \$46 million per entity.

Mayor Ogden asked if this policy is a boiler plate policy. Ms. Woodring stated it is a standard policy that many other large cities have adopted.

Councilor Morrison asked how this policy would give the city more ability to gain interest. Director Hudson stated the city currently only earns the pool rate. He stated with the new policy the city can go directly to the treasury to help maximize funds.

2. *League of Oregon Cities 2019 Legislative Agenda.*

Assistant City Manager Tanya Williams presented the 2019 League of Oregon Cities (LOC) legislative priorities. She stated LOC is soliciting cities to provide recommendations to the LOC Board of Directors as it prepares for the 2019 legislative session. Manager Williams stated staff has reviewed the list of priorities and identified nine top priorities that fall into four distinct categories. Categories include transportation safety, right of way priorities, state shared revenue, and reform.

The categories refer to these legislative priority areas:

- 9-1-1 Tax
- Beer and Cider Tax Increase
- Local Control over Speed Limits on City Streets
- PERS Reform
- Property Tax Reform
- ROW & Franchise Fee Authority
- Small Area Cell Deployment
- Speed Cameras
- Tobacco Taxes Share Increase

Councilor Bubenik asked if the small cell deployment was for legislation at the federal or state level. Manager Williams stated it is for state level legislation. Councilor Bubenik noted the National League of Cities is also working on it at the federal level.

Councilor DeHaan asked which of the items has the most impact on the city's budget. Finance Director Hudson stated property tax reform has the biggest long term impact.

Councilor Morrison asked for more information on the wetland development planning item. Public Works Director Jeff Fuchs stated the proposal is to take federal control out of wetland regulation and brings it back to the local level. He stated staff sees no challenges with it being at the state level.

Councilor Kellogg stated he would like to see the 9-1-1 tax and safe routes to school presented as top items. Mayor Ogden asked why safe routes to school was not included as a staff recommendation. City Manager Lombos stated there was no specific discussion around it at a staff level.

Mayor Ogden suggested not including PERS and Property tax reforms in the top four but make it clear to LOC that the City expects them to be working on these items.

Councilor Morrison stated he would like to verify if our local schools would actually qualify for safe routes to school grants before making that a priority. City Manager Lombos stated some research has been done at a staff level and she believes some of the projects will qualify.

Council President Davis stated she supports items that bring more money into the city such as the beer and cider tax.

Mayor Ogden asked if the speed related ones are high priority for staff. Director Fuchs stated staff currently does not have a lot of options right now to lower speeds in certain areas without working through ODOT.

Council consensus was reached to send the 9-1-1 Tax, Beer and Cider Tax, Small Cell Deployment, and Right of Way/Franchise Fee Authority as their top four items.

3. *Restricted Parking Area Update.*

Chief Steele presented an update on restricted parking. He stated the police department sent a follow-up survey after the last presentation on June 11. The combined survey results were presented he noted the return rate was 73%.

Councilor Bubenik noted Alabama and Osage have a majority wanting restricted parking. He added Martinazzi did not have enough response for him to make a decision.

Mayor Ogden asked if there could potentially be any unintended consequences if only some of the streets where restricted. Chief Steele stated Alabama Street is a short street so those parked cars will go someplace else. He added he hasn't received a lot of movement from the high school on fixing parking on their property.

Chief Steele stated four additional streets where surveyed: Maricopa, Pima, Pinto, and Tachi. The results for those streets where presented.

Mayor Ogden suggested restricting parking on Alabama and Pinto since they were unanimous. He would then like to re-evaluate when school starts back up.

City Manager Lombos stated she thinks there should be thoughtful coverage across the map as it will impact the police department.

Councilor Kellogg stated he would rather take a proactive approach and have the restriction in place before school starts.

Mayor Ogden stated he would like to see more broad support in the neighborhoods.

Councilor Bubenik stated he would like to restrict Alabama and Pinto.

Council President Davis stated there is still time before school starts for the neighborhoods to have more discussion about restricting parking. She stated she feels the school needs to come back to the Council with more solutions to the parking problem. City Manager Lombos noted the superintendent stated they are working with some of the local churches.

Council consensus was reached to restrict parking on Alabama and Pinto.

Chief Steele stated they will send the results to the surveyed residents. He will bring back a resolution on August 13 to restrict parking on both Alabama and Pinto.

4. *Parks & Recreation Master Plan.*

Parks and Recreation Director Ross Hoover and Parks and Recreation Manager Rich Mueller presented project prioritization for the Parks and Recreation Master Plan. Manager Mueller spoke to project recommendations for the 37 existing parks and 16 proposed additions/acquisitions. He spoke to the two-step evaluation process that informs phasing, development of work plan, funding strategy, and Capital Improvement Projects. The evaluations sheets for master plan goals, community outreach priorities, and sequencing criteria that establishes favorability where shared. Director Hoover distributed the draft cost matrix. He spoke briefly to the cost and stated cost modeling will back before the council at the next meeting.

Mayor Ogden asked about what was entailed in the Tualatin River Greenway project. Director Hoover stated it includes site development, added recreational elements, added art, and trail connectivity. Manager Mueller stated it will allow for a continuous trail from east to west.

Mayor Ogden asked what the actual priority list is. Manager Mueller stated projects have not yet been ranked as that will be done by the Project Advisory Committee.

Councilor Bubenik asked who is doing the scoring. Director Hoover stated staff is scoring based off the set criteria from the committee.

City Manager Lombos noted the prioritization isn't the end of the line, that the city will leverage opportunities as they become available.

Councilor Morrison asked about the methodology for the costs and the amount of acreage allotted to sports complexes and new natural park areas. Director Hoover stated the numbers are all in draft format at this time.

City Manager Lombos stated some of the projects are aspirational and won't be included in the planning window.

Director Hoover spoke to public engagement. He stated staff will go back into the community to receive feedback and input on the prioritization of the projects. They will be using social media, printed materials, the web, and direct online outreach to gather this information. Open houses will be held on July 26 and August 1 to gather feedback. Next steps include a funding plan, a public full plan review, and plan adoption.

5. *Council Meeting Agenda Review, Communications & Roundtable.*

None.

ADJOURNMENT

The work session adjourned at 6:37 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Lou Ogden, Mayor



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL MEETING FOR JULY 23, 2018

Present: Mayor Lou Ogden; Councilor Frank Bubenik; Council President Joelle Davis; Councilor Paul Morrison; Councilor Jeff DeHaan; Councilor Robert Kellogg via-phone

Absent: Councilor Nancy Grimes

Staff Present: City Manager Sherilyn Lombos; City Attorney Sean Brady; Police Chief Bill Steele; Finance Director Don Hudson; Planning Manager Aquilla Hurd-Ravich; Deputy City Recorder Nicole Morris; Library Manager Jerianne Thompson; City Engineer Jeff Fuchs; IS Director Bates Russell; Senior Planner Karen Fox; Parks and Recreation Director Ross Hoover

A. CALL TO ORDER

Pledge of Allegiance

Mayor Ogden called the meeting to order at 7:00 p.m.

B. ANNOUNCEMENTS

1. New Employee Introduction- Garet Prior, Management Analyst II

Community Development Director Aquilla Hurd-Ravich introduced Management Analyst Garet Prior. The Council welcomed him.

2. New Employee Introduction- Jean Peick, Technical Services Librarian II

Library Director Jerianne Thompson introduced Technical Services Librarian II Jean Peick. The Council welcomed her.

C. CITIZEN COMMENTS

This section of the agenda allows anyone to address the Council regarding any issue not on the agenda, or to request to have an item removed from the consent agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

Chamber of Commerce Director Linda Moholt provided an update of their latest activities. She stated the Chambers Business Advocacy Council has taken a position in supporting the Village Inn in helping to keep it in its current location. They are encouraging Metro to look at different alternatives. Ms. Moholt encouraged the Council to work with Grimm's Fuel to help come up with funding mechanisms to help implement new technology at their recycling center. She also announce that Harvey Clark has passed away.

Leonard Shaver announced the Stafford Hamlet Family Fest to be held September 15, from 10am-4pm, at Fiala Farms.

D. CONSENT AGENDA

The Consent Agenda will be enacted with one vote. The Mayor will ask Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. If you wish to request an item to be removed from the consent agenda you should do so during the Citizen Comment section of the agenda. The matters removed from the Consent Agenda will be considered individually at the end of this Agenda under, Items Removed from the Consent Agenda. The entire Consent Agenda, with the exception of items removed from the Consent Agenda to be discussed, is then voted upon by roll call under one motion.

MOTION by Councilor Frank Bubenik, SECONDED by Councilor Jeff DeHaan to adopt the consent agenda.

Aye: Mayor Lou Ogden, Councilor Frank Bubenik, Councilor Jeff DeHaan, Councilor Paul Morrison, Councilor Robert Kellogg via-phone

Other: Council President Joelle Davis (Recuse), Councilor Nancy Grimes (Absent)
MOTION CARRIED

1. Consideration of Approval of the Minutes for the Regular Meeting of July 9, 2018
2. Consideration of Approval of a New Liquor License Application for Avanti Restaurant
3. Consideration of **Resolution No. 5387-18** Adopting Short-Form Investment Policy
4. Consideration of **Resolution No. 5383-18** Updating the Public Works Construction Code
5. Consideration of **Resolution No. 5386-18** Authorizing City Staff to Issue a Water Bill Credit Reimbursement

E. PUBLIC HEARINGS – Legislative or Other

1. Public Hearing on Basalt Creek Concept Plan

Community Development Director Aquilla Hurd-Ravich, Senior Planner Karen Fox, and Consultant Nadine Appenbrink from Fregonese Associates presented the Basalt Creek Concept Plan. Ms. Appenbrink spoke to public engagement on the plan. She stated focus groups, design workshops, and open houses were held. She spoke to each of the key elements of the plan including the jurisdictional boundary, land use and development, transportation, transit, bicycle and pedestrian trails, parks and open spaces, natural resources, utilities, and implementation. Planner Fox stated the primary goal is to develop a land use plan, map, and implementation strategy. She spoke to implementation measures, the comprehensive plan amendments, and phasing options. Planner Fox spoke to the adoption timeline noting both cities will have the concept plan adopted by mid-august, updates to the Urban Planning agreement in spring of 2019, and updates to the Comprehensive Plans by May 2019. She added annexations for Basalt Creek will be at the

option of property owners. Director Hurd-Ravich stated staff is looking for Council action tonight to bring back a resolution to adopt the Concept Plan.

PUBLIC COMMENT

Gordon Root stated there is a gap in the housing supply in Tualatin. He spoke in favor of the concept plan and asked the Council to keep the momentum moving forward with this project.

Herb Koss and Peter Watts spoke in opposition of the concept plan. Mr. Watts submitted his comments for the record. He spoke to Metro's Urban Growth Report and Buildable Land Map. He spoke to the economic impacts on affordable housing. Mr. Watts urged the Council to vote no based on the data Metro released. He stated he doesn't believe there is a need for industrial land instead there is a need for residential housing.

COUNCIL QUESTIONS

Mayor Ogden asked about the Metro Report that Mr. Watts referred to. Mr. Watts stated it is the Buildable Land Inventory Map in the Metro Urban Growth report.

Jim Oatams asked about the canyon being labeled as a significant natural resource. He stated Wilsonville says there is no significant natural resources noted. Director Hurd-Ravich stated the land is considered a natural resource by Title 3 and 13 as it is a flood plain and riparian area. Ms. Appenbrink stated the materials have been represented the same to both City Councils. She added that it is represented as a non-buildable area in all the maps.

Hannah Childs stated the land is better suited for residential building.

Council Bubenik noted there is a low density buffer for the current residential area. He also stated the trail that is on the map is an aspirational trail and may or may not happen.

Council President Davis stated she believes the parkway should be located further south.

MOTION by Councilor Frank Bubenik, SECONDED by Mayor Lou Ogden to direct staff to bring back a resolution to adopt the Basalt Creek Concept Plan as presented.

Aye: Mayor Lou Ogden, Councilor Frank Bubenik, Councilor Jeff DeHaan, Councilor Paul Morrison, Councilor Robert Kellogg via-phone

Nay: Council President Joelle Davis

Other: Councilor Nancy Grimes (Absent)

MOTION CARRIED

F. GENERAL BUSINESS

If you wish to speak on a general business item please fill out a Speaker Request Form and you will be called forward during the appropriate item. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

1. Consideration of **Ordinance No. 1411-18** Relating to Accessory Dwelling Units; and Amending Tualatin Development Code Sections 31.060, 31.071, 34.300, 34.310, and 73.050

Community Development Director Aquilla Hurd-Ravich stated a public hearing for this ordinance was held at the last Council meeting. She noted the proposed ordinance adheres to the new state regulations.

MOTION by Councilor Jeff DeHaan, SECONDED by Council President Joelle Davis for first reading by title only.

Aye: Mayor Lou Ogden, Councilor Frank Bubenik, Council President Joelle Davis, Councilor Jeff DeHaan, Councilor Paul Morrison, Councilor Robert Kellogg via-phone

Other: Councilor Nancy Grimes (Absent)

MOTION CARRIED

MOTION by Councilor Frank Bubenik, SECONDED by Council President Joelle Davis for second reading by title only.

Aye: Mayor Lou Ogden, Councilor Frank Bubenik, Council President Joelle Davis, Councilor Jeff DeHaan, Councilor Paul Morrison, Councilor Robert Kellogg via-phone

Other: Councilor Nancy Grimes (Absent)

MOTION CARRIED

MOTION by Council President Joelle Davis, SECONDED by Councilor Jeff DeHaan to adopt Ordinance No. 1411-18 relating to Accessory Dwelling Units; and amending Tualatin Development Code sections 31.060, 31.071, 34.300, 34.310, and 73.050.

Aye: Mayor Lou Ogden, Councilor Frank Bubenik, Council President Joelle Davis, Councilor Jeff DeHaan, Councilor Paul Morrison, Councilor Robert Kellogg via-phone

Other: Councilor Nancy Grimes (Absent)

MOTION CARRIED

G. COMMUNICATIONS FROM COUNCILORS

Councilor Bubenik stated he attended the Metro and Grimm's Fuel meeting. He noted the general feeling was that citizens were happy with the Green Mountain Technology Report. Councilor Bubenik stated funding will be an issue for Grimm's as they are a small family run business. Metro and DEQ will help them to come up with funds.

Council President Davis thanked everyone for attending the Tualatin Police Community Foundation Luncheon. She stated they raised \$10,500 that will go to

funding community facing programs and equipment the department may need.

H. ADJOURNMENT

Mayor Ogden adjourned the meeting at 8:01 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Lou Ogden, Mayor



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nicole Morris, Deputy City Recorder

DATE: 08/13/2018

SUBJECT: Consideration of Approval of a New Liquor License Application for Casa Colima Mexican Restaurant

ISSUE BEFORE THE COUNCIL:

The issue before the Council is to approve a new liquor license application for Casa Colima Mexican Restaurant.

RECOMMENDATION:

Staff respectfully recommends that the Council approve endorsement of the liquor license application for Casa Colima Mexican Restaurant.

EXECUTIVE SUMMARY:

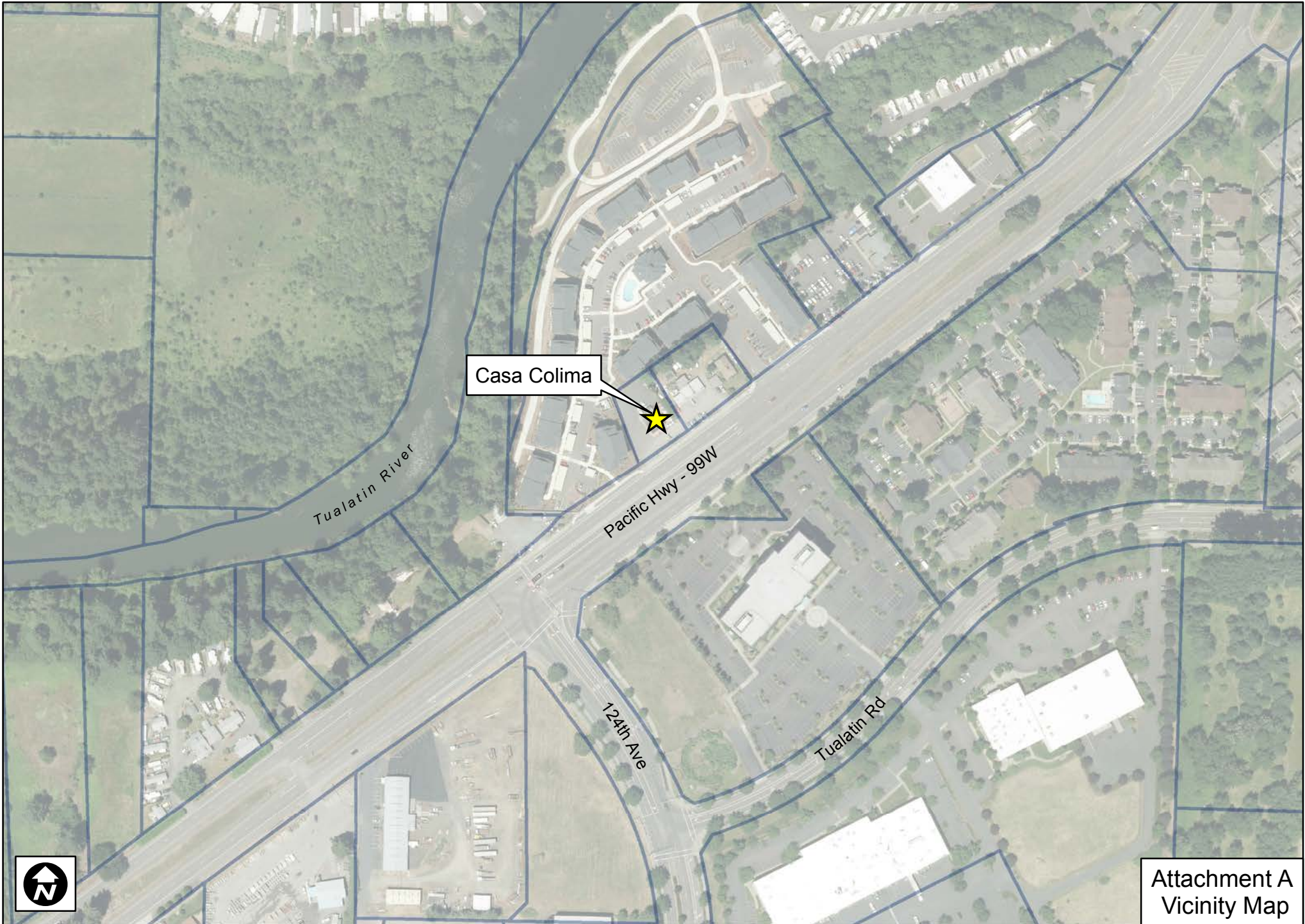
Casa Colima Mexican Restaurant has submitted a new liquor license application under the category of full on-premises. This would permit them to sell and serve distilled spirits, malt beverages, wine, and cider for consumption at their location. They would also be permitted to sell malt beverages for off-site consumption in securely covered containers provided by the customer. The business is located 17935 SW Pacific Hwy. The application is in accordance with provisions of Ordinance No.680-85 which establishes procedures for liquor license applicants. Applicants are required to fill out a City application form, from which a review by the Police Department is conducted, according to standards and criteria established in Section 6 of the ordinance. The Police Department has reviewed the new liquor license application and recommended approval. According to the provisions of Section 5 of Ordinance No. 680-85 a member of the Council or the public may request a public hearing on any of the liquor license requests. If such a public hearing request is made, a hearing will be scheduled and held on the license. It is important that any request for such a hearing include reasons for said hearing.

FINANCIAL IMPLICATIONS:

A fee has been paid by the applicant.

Attachments: [Attachment A - Vicinity Map](#)
[Attachment B- License Types](#)

Attachment C- Application



OREGON LIQUOR CONTROL COMMISSION

LICENSE TYPES

FULL ON-PREMISES SALES

- **Commercial Establishment**

Sell and serve distilled spirits, malt beverages, wine, and cider for consumption at that location (*this is the license that most “full-service” restaurants obtain*). Sell malt beverages for off-site consumption in securely covered containers provided by the customer. Food service required. Must purchase distilled liquor **only** from an Oregon liquor store, or from another Full On- Premises Sales licensee who has purchased the distilled liquor from an Oregon liquor store.
- **Caterer**

Allows the sale of distilled spirits, malt beverages, wine, and cider by the drink to individuals at off-site catered events. Food service required.
- **Passenger Carrier**

An airline, railroad, or tour boat may sell and serve distilled spirits, malt beverages, wine, and cider for consumption on the licensed premises. Food service required.
- **Other Public Location**

Sell and serve distilled spirits, malt beverages, wine, and cider for consumption at that location, where the predominant activity is not eating or drinking (for example an auditorium; music, dance, or performing arts facility; banquet or special event facility; lodging fairground; sports stadium; art gallery; or a convention, exhibition, or community center). Food service required.
- **Private Club**

Sell and serve distilled spirits, malt beverages, wine, and cider for consumption at that location, but only for members and guests. Food service required.

LIMITED ON-PREMISES SALES

Sell and serve malt beverages, wine, and cider for onsite consumption. Allows the sale of malt beverages in containers (kegs) for off-site consumption. Sell malt beverages for off-site consumption in securely covered containers provided by the customer.

OFF-PREMISES SALES

Sell factory-sealed containers of malt beverages, wine, and cider at retail to individuals in Oregon for consumption off the licensed premises. Eligible to provide sample tastings of malt beverages, wine, and cider for consumption on the premises. Eligible to ship manufacturer-sealed containers of malt beverages, wine, or cider directly to an Oregon resident.

BREWERY PUBLIC HOUSE

Make and sell malt beverages. Import malt beverages into and export from Oregon. Distribute malt beverages directly to retail and wholesale licensees in Oregon. Sell malt beverages made at the business to individuals for consumption on or off-site.

WINERY

Must principally produce wine or cider in Oregon. Manufacture, store, and export wine and cider. Import wine or cider *If bottled, the brand of wine or cider must be owned by the licensee*. Sell wine and cider to wholesale and retail licensees in Oregon. Sell malt beverages, wine, and cider to individuals in Oregon for consumption on or off-site.



CITY OF TUALATIN

LIQUOR LICENSE APPLICATION

Return Completed form to:
City of Tualatin
Attn: Deputy City Recorder
18880 SW Martinazzi Ave
Tualatin, OR 97062

Date 7/10/18

IMPORTANT: *This is a three-page form. You are required to complete all sections of the form.* If a question does not apply, please indicate N/A. Please include full names (last, first middle) and full dates of birth (month/day/year). Incomplete forms shall receive an unfavorable recommendation.

Thank you for your assistance and cooperation.

REC'D
CITY OF TUALATIN

JUL 12 2018

SECTION 1: TYPE OF APPLICATION

- Original (New) Application - \$100.00 Application Fee.
- Change in Previous Application - \$75.00 Application Fee.
- Renewal of Previous License - \$35.00 Application Fee. Applicant must possess current business license. License # _____
- Temporary License - \$35.00 Application Fee.

MAYOR_COUNCIL_POLICE_ADM
FINANCE_COMM DEV_LEGAL_OPER
COMM SVCS_ENG & BLDG_LIBRARY

SECTION 2: DESCRIPTION OF BUSINESS

Name of business (dba): Casa Colima Mexican Restaurant

Business address 17935 SW Pacific Hwy City Tualatin State OR Zip Code 97062

Mailing address 6319 SW Capitol Hwy City Portland State OR Zip Code 97239

Telephone # 503-612-7848 Fax # 503-892-9955

Name(s) of business manager(s) First Jose Middle Alonso Last Ochoa Chavoz

Home address _____
(attach additional pages if necessary)

Type of business Mexican Restaurant

Type of food served Mexican food

Type of entertainment (dancing, live music, exotic dancers, etc.) none

Days and hours of operation Sunday - Thurs: 11am - 9pm, Fri and Sat: 11am - 10pm

Food service hours: Breakfast _____ Lunch _____ Dinner 11am - 10pm

Restaurant seating capacity 55 Outside or patio seating capacity 65

How late will you have outside seating? 9pm How late will you sell alcohol? 10pm

How many full-time employees do you have? 2 Part-time employees? 7

SECTION 3: DESCRIPTION OF LIQUOR LICENSE

Name of Individual, Partnership, Corporation, LLC, or Other applicants Corporation

Type of liquor license (refer to OLCC form) full on premises

Form of entity holding license (check one and answer all related applicable questions):

INDIVIDUAL: If this box is checked, provide full name, date of birth, and residence address.
Full name _____ Date of birth _____
Residence address _____

PARTNERSHIP: If this box is checked, provide full name, date of birth and residence address for each partner. If more than two partners exist, use additional pages. If partners are not individuals, also provide for each partner a description of the partner's legal form and the information required by the section corresponding to the partner's form.
Full name _____ Date of birth _____
Residence address _____
Full name _____ Date of birth _____
Residence address _____

CORPORATION: If this box is checked, complete (a) through (c).
(a) Name and business address of registered agent.
Full name CASA COLLIMA INC
Business address 6319 SW CAPITAL HWY, PORTLAND OR 97239

(b) Does any shareholder own more than 50% of the outstanding shares of the corporation? If yes, provide the shareholder's full name, date of birth, and residence address.
Full name Jose Alonso Ochoa Chavez Date of birth [REDACTED]
Residence address [REDACTED]

(c) Are there more than 35 shareholders of this corporation? Yes No. If 35 or fewer shareholders, identify the corporation's president, treasurer, and secretary by full name, date of birth, and residence address.
Full name of president: Jose Alonso Ochoa Chavez Date of birth: [REDACTED]
Residence address: [REDACTED]
Full name of treasurer: _____ Date of birth: _____
Residence address: _____
Full name of secretary: Bryan Alonso Ochoa Diaz Date of birth: [REDACTED]
Residence address: [REDACTED]

LIMITED LIABILITY COMPANY: If this box is checked, provide full name, date of birth, and residence address of each member. If there are more than two members, use additional pages to complete this question. If members are not individuals, also provide for each member a description of the member's legal form and the information required by the section corresponding to the member's form.
Full name: _____ Date of birth: _____
Residence address: _____

Full name: _____ Date of birth: _____

Residence address: _____

OTHER: If this box is checked, use a separate page to describe the entity, and identify with reasonable particularity every entity with an interest in the liquor license.

SECTION 4: APPLICANT SIGNATURE

A false answer or omission of any requested information on any page of this form shall result in an unfavorable recommendation.

Signature of Applicant

07/12/18

Date

For City Use Only

Sources Checked:

DMV by pa LEDS by pa TuPD Records by pa *FOR NICKO #1000*
 Public Records by pa

Number of alcohol-related incidents during past year for location.

Number of Tualatin arrest/suspect contacts for _____

It is recommended that this application be:

Granted

Denied

Cause of unfavorable recommendation: _____

Bill Steele
Signature

7-16-18

Date

~~Kent W. Barker~~ Bill Steele
Chief of Police
Tualatin Police Department



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Tony Doran, Engineering Associate
Jeff Fuchs, City Engineer

DATE: 08/13/2018

SUBJECT: Consideration of **Resolution No. 5388-18** Authorizing the City Manager to Execute An Amendment For Renewal Of The Intergovernmental Agreement (IGA) With Oregon Department Of Environmental Quality (DEQ) To Allow An Air Monitoring Station Within Public Right-Of-Way West Of SW Bradbury Court

ISSUE BEFORE THE COUNCIL:

Consideration of Resolution No. 5388-18 authorizing the City Manager to execute an amendment of a renewal of the Intergovernmental Agreement (IGA) with the Oregon Department of Environmental Quality (DEQ) to allow an Air Monitoring Station within public right-of-way west of SW Bradbury Court.

RECOMMENDATION:

Staff recommends Council authorize the City Manager to execute an amendment of a renewal of the Intergovernmental Agreement (IGA) with the Oregon Department of Environmental Quality (DEQ) to allow an Air Monitoring Station within public right-of-way west of SW Bradbury Court.

EXECUTIVE SUMMARY:

The Environmental Protection Agency (EPA) has mandated a national network of sites to monitor air quality through the environmental agencies of each state.

DEQ submitted Architectural Review AR-13-05 for construction of an air monitoring station within public right-of-way at the west end of SW Bradbury Court adjacent to I-5. AR-13-05 was issued August 5, 2013 to approve construction of a DEQ air monitoring station, with conditions. One condition is to obtain Council authorization for the location within public right-of-way. Council authorization occurred and an IGA was signed on August 26, 2013 which was valid for 5 years.

The current IGA will expire August 26, 2018. The attached amendment will renew the IGA until August 30, 2028.

The amendment will continue to allow an Air Monitoring Station within public right-of-way. The IGA requires location of the monitoring station outside of the area of future full construction of the cul-de-sac at the west end of SW Bradbury Court and DEQ will restore the location to current conditions on vacation of the premises. This amendment also includes language requiring appropriate screening for a deck expansion of approximately 130 square feet.

FINANCIAL IMPLICATIONS:

Upon vacation of the Premises, DEQ will pay all costs to restore the premises to its former condition or as otherwise mutually agreed by the Parties.

-
- Attachments:** A - Resolution
 B - IGA Renewal
 C - Vicinity Map
 D - Current IGA

RESOLUTION NO. 5388-18

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT FOR RENEWAL OF THE IGA WITH DEQ FOR AN AIR MONITORING STATION WITHIN SW BRADBURY COURT

WHEREAS, The Environmental Protection Agency (EPA) has mandated a national network of sites to monitor air quality through the environmental agencies of each state;

WHEREAS, DEQ submitted Architectural Review AR-13-05 for construction of an air monitoring station within public right-of-way at the west end of SW Bradbury Court adjacent to I-5. AR-13-05 was issued August 5, 2013 to approve construction of a DEQ air monitoring station, with conditions. One condition is to obtain Council authorization for the location within public right-of-way. Council authorization occurred and an IGA was signed on August 26, 2013 which was valid for 5 years;

WHEREAS, The current IGA will expire August 26, 2018. The attached amendment will renew the IGA until August 30, 2028; and

WHEREAS, The amendment will continue to allow an Air Monitoring Station within public right-of-way. The IGA requires location of the monitoring station outside of the area of future full construction of the cul-de-sac at the west end of SW Bradbury Court and DEQ will restore the location to current conditions on vacation of the premises. This amendment also includes language requiring appropriate screening for a deck expansion of approximately 130 square feet.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute an amendment for the renewal of the IGA with DEQ, which is attached as Exhibit 1 and incorporated by reference.

Section 2. This resolution is effective upon adoption.

Adopted by the City Council this 13th day of August, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

AMENDMENT TO
INTERGOVERNMENTAL AGREEMENT
DEQ Air Monitoring Station within Public Right-of-Way West of SW Bradbury Court

- A. This is Amendment No. **1** to Agreement No. **DEQ-067-1/I** between the State of Oregon acting by and through its Department of Environmental Quality (DEQ) and **City of Tualatin, Oregon** (City) collectively “The Parties”.
- B. In consideration of the mutual benefits received by renewal of this agreement for an additional term, the Agreement as amended entered into on 08/26/13 shall be amended to add the **underlined bold** language and delete the language enclosed in [brackets and stricken] as follows:

Section 1. Term of Agreement

This Agreement is effective beginning on the date that every party has signed this Agreement, Unless earlier terminated or extended, this Agreement shall expire ~~[in five years.]~~ **on August 30, 2028.**

This Agreement

Section 4. Building Improvements

B. ~~[It is understood that DEQ will enter into contracts related to the Project, which may included, but are not limited to boring, trenching, and installation of conduit and pull rope for underground electrical power feed.]~~ **DEQ will screen on and above grade electrical and mechanical equipment with sight obscuring fences, walls, or landscaping.**

D. DEQ will expand the deck to the south along the freeway fence 10 feet to the south and five feet off of the ODOT fence. The new fencing will match to current fencing and will be shielded from Bradley Court with shrubs.

E. DEQ retains the right to utilize and maintain the utilities that have already been delivered to its testing shelter area.

Section 5. Right of Way

A. DEQ shall ~~[locate]~~ **keep** its air monitoring station **located** outside of the area of a future fully constructed cul-de-sac with a 55-foot diameter.

Remove and Replace Attachment 1 with updated Attachment 1 (located below)

Remove and Replace Attachment 2 with updated Attachment 2 (located below)

Add Attachment 3 (located below)

- C. Counterparts. This Amendment may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Amendment shall constitute an original.
- D. Except as expressly amended above, all other terms and conditions of original Agreement are still in full force and effect. City certifies that the representations, warranties and certifications contained in the original Agreement are true and correct as of the effective date of this Amendment and with the same effect as though made at the time of this Amendment. This amendment shall become effective on the date which every party has signed.

AGREED TO BY CITY:

Sherilyn Lombos – City Manager

Date

AGREED TO BY DEQ:

Brian Boling – Lab Program Manager

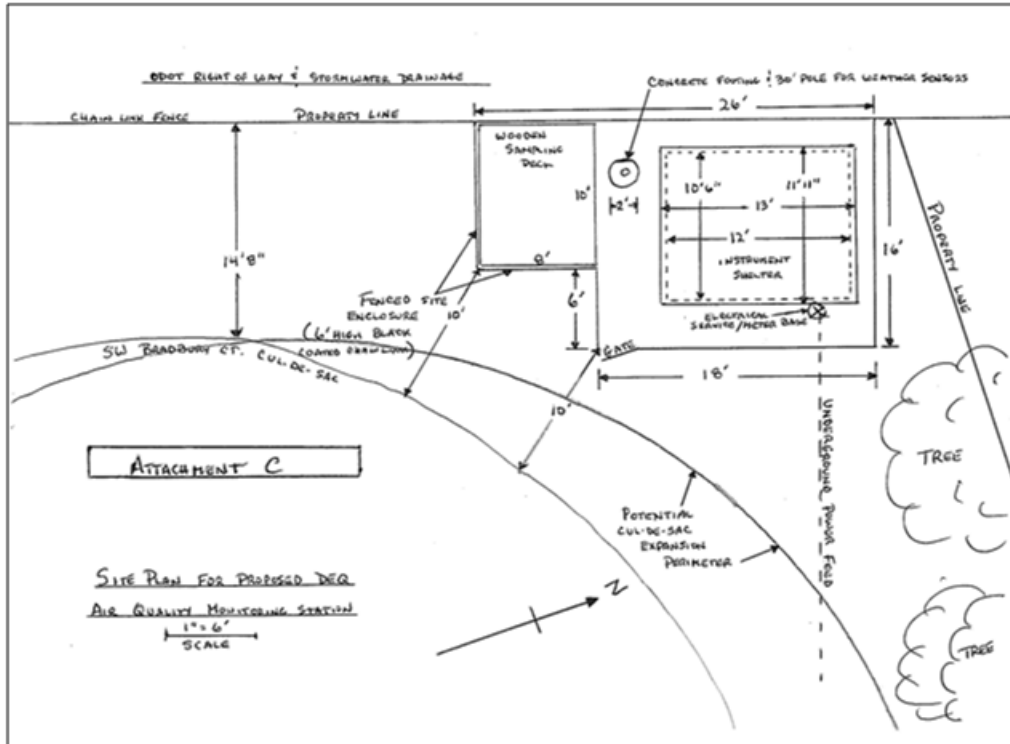
Date

PCA - Index – Project

Mark A. Brown, Financial Service Manager

Date

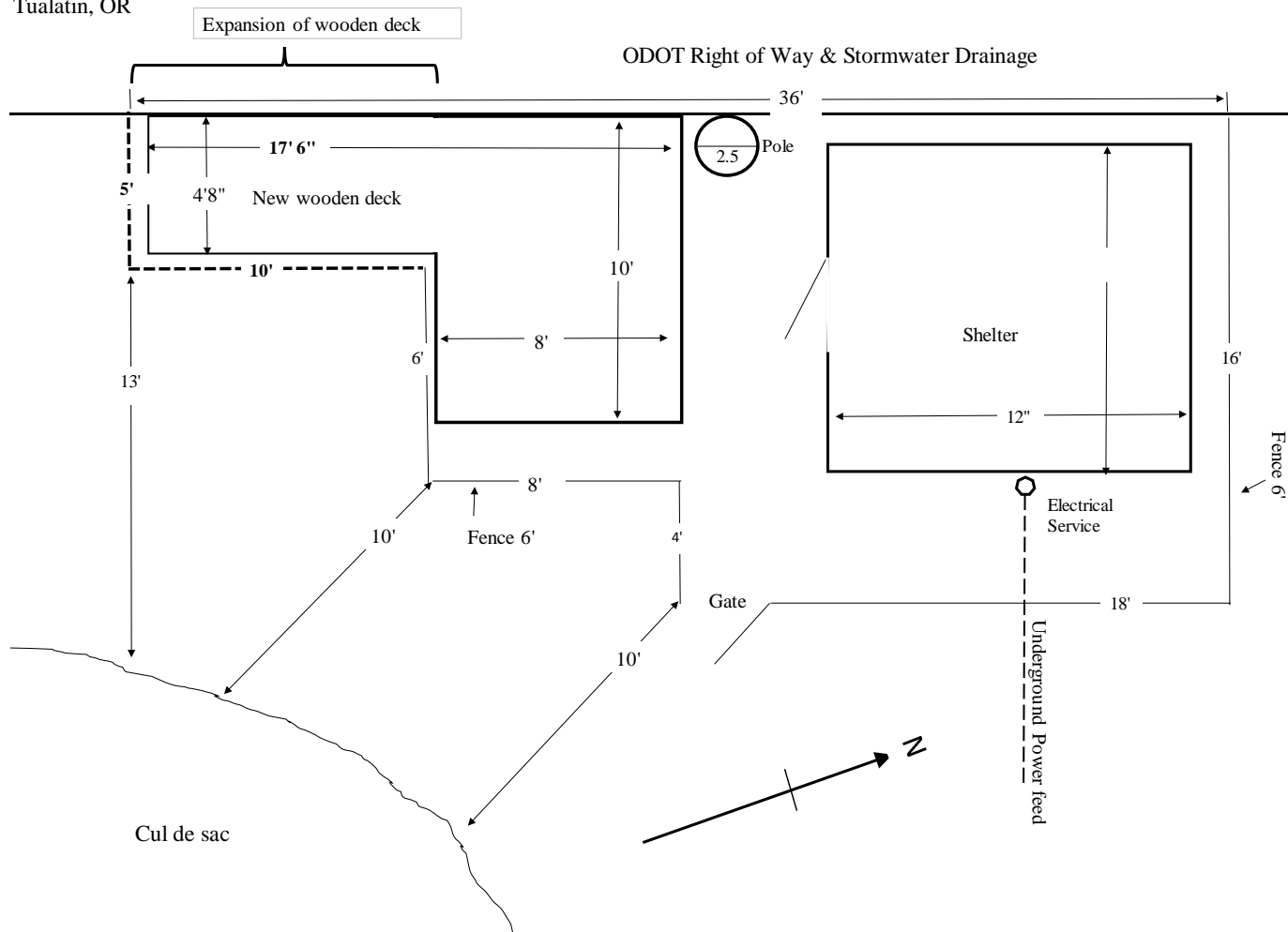




Attachment 3

DEQ Air Quality Monitoring Station
6745 Bradbury Court
Tualatin, OR

Updated configuration drawing (2018)





Attachment 1

INTERGOVERNMENTAL AGREEMENT

DEQ AIR MONITORING STATION WITHIN PUBLIC RIGHT-OF-WAY WEST OF SW BRADBURY COURT

This agreement is made and entered into by and between CITY OF TUALATIN, OREGON ("City"), and the Oregon Department of Environmental Quality ("DEQ"). City and DEQ may collectively be referred to hereinafter as the Parties and individually as a Party. The Parties are authorized to enter into this Agreement under ORS 190.110.

Section 1. Term of Agreement.

This Agreement is effective beginning on the date that every party has signed this Agreement. Unless earlier terminated or extended, this Agreement shall expire in five years.

Section 2. General Project Description.

DEQ's project consists of the installation of one pre-fabricated building to be used as a clean air monitoring station and incidental costs associated with the building set up including but not limited to electrical, installation of monitoring instrumentation, fencing and decking. The building is within the City's public right-of-way along SW Bradbury Court, in the City of Tualatin. The City agrees to allow DEQ the use of the right of way in accordance with the terms and conditions of this Agreement. There is no consideration payable to either Party under this Agreement.

Section 3. Use of Right-of-Way.

The City shall allow DEQ the use of that portion of **SW Bradbury Court** as set forth in the Maps attached as Attachment 1 and 2 in order for DEQ to install and operate a DEQ Air Monitoring Station within the public street right-of-way. The sidewalks and crosswalks will continue to be accessible to the general public.

Section 4. Building Improvements.

- A. DEQ shall comply with city building, public works, and architectural review processes and permits, as applicable.
- B. It is understood that DEQ will enter into contracts related to the Project, which may include, but are not limited to boring, trenching and installation of conduit and pull rope for underground electrical power feed.
- C. DEQ shall be solely responsible for qualifications and performance of each contractor, and all other consultants. The use of a contractor, consultant, or supplier shall not relieve DEQ of any of its obligations under this Agreement. DEQ shall have sole responsibility for managing and coordinating the operations of its contractors, consultants, and suppliers, including the settlement of disputes with or between DEQ and any such contractor, consultant, or supplier. DEQ shall take all actions necessary to enforce the terms of all contract, consultant, or other agreements related to this Project to ensure the timely and proper performance of all obligations under this Agreement.

Section 5. Right of Way.

- A. DEQ shall locate its air monitoring station outside of the area of a future fully constructed cul-de-sac with a 55-foot diameter.
- B. DEQ agrees to keep the public rights-of-way involved clean of litter and debris.
- C. DEQ shall coordinate with franchisers for any work within the area 5 feet outside the 55-foot diameter future fully constructed cul-de-sac, in accordance with attachments 1 and 2.
- D. DEQ shall not make use of City of Tualatin public storm water facilities.

Section 6. Use of Premises; Surrender at Expiration.

- A. DEQ shall use the Premises for the sole purpose of accessing its air monitoring station and conducting air monitoring.

- B. DEQ shall comply with requirements of Architectural Review land use decision AR 13-05.
- C. Upon vacation of the Premises, DEQ will pay all costs to restore the Premises to its former condition or as otherwise mutually agreed by the Parties.
- D. City agrees that DEQ shall have the right to use the Premises during the term of this Agreement, subject to any the exceptions, reservations, and conditions of this Agreement.
- E. City reserves the right at any time without notice to enter upon the Premises through its designated agents or employees for any purpose necessary, incidental to or connected with the performance of its obligations under this Agreement or in the exercise of its proprietary or governmental functions, except that City shall not so enter and occupy the Premises as to materially hinder or prevent normal use of the Premises by DEQ, without DEQ's consent, which shall not be unreasonably withheld. City reserves the right to enter and take possession of the Premises in case of national or other emergency for the purpose of preventing sabotage or otherwise protecting the Premises. During such emergency City shall relieve DEQ from any obligation to comply with any provision of this Agreement.

Section 7. Access Improvements, Signs, and Notification of Dangers.

- A. DEQ shall make no improvements to the Premises without prior written approval of City. In this case improvements are not considered a part of the ongoing site maintenance such as shelter painting, roof repair, or landscape maintenance.
- B. DEQ shall not erect, install, operate or cause, nor permit to be erected, installed or operated upon the Premises any sign or other device without the prior written consent of City, which it may withhold in its sole discretion. The plans and specifications of any sign must have been approved in writing in advance by City. Any sign installed by DEQ shall conform to City's regulations and ordinances regarding the installation or maintenance of such signs. Unless otherwise allowed by City, DEQ agrees at its cost to remove such signs and to restore the Premises within thirty (30) days after expiration or termination of the Agreement. DEQ shall immediately repair any damage caused by such removal and leave the Premises free and clear of all debris.
- C. DEQ shall notify City of any dangers to person or property, or any dangerous conditions, that exist on the Premises, which are either known or discovered by DEQ. DEQ shall inform its patrons and the public of any known or discovered dangers, or any dangerous conditions, that are present on the Premises, until such time as the condition is remedied by City.

Section 8. Security.

DEQ shall take full responsibility for the security of the location. DEQ will install fencing not to exceed 6 feet in height and will lock the facility when not serviced by DEQ. DEQ will not hold the city liable for any damage to the site or equipment.

Section 9. General Provisions.

- A. *Records Maintenance; Access.* City and DEQ shall maintain all fiscal records relating to this Agreement in accordance with generally accepted accounting principles. In addition, City and DEQ shall maintain any other records pertinent to this Agreement in such a manner as to clearly document performance. Each party and their duly authorized representatives shall have access to such fiscal records and other books, documents, papers, plans and writings of the other party that are pertinent to this Agreement to perform examinations and audits and make excerpts and transcripts upon not less than two (2) business days' prior written notice. City and DEQ shall retain and keep accessible all such fiscal records, books, documents, papers, plans and writings as required by Oregon Public Records Laws, or until the conclusion of any audit, controversy or litigation arising out of or related to this Agreement, whichever date is later.
- B. *No Third-Party Beneficiaries.* There are no intended third-party beneficiaries to this Agreement. City and DEQ are the only parties to this Agreement and are intended to be the only entities entitled to exercise and enforce the rights and obligations created by this Agreement. References in this Agreement to any employee, consultant, subcontractor or other agent of either party are made for the purpose of the convenience of the two parties in determining their respective rights and obligations hereunder and are not intended to imply that such entities shall have any contractual rights hereunder.

- C. *Compliance with Applicable Laws.* Both Parties shall comply with all federal, state and local laws, regulations, executive orders and ordinances applicable to the Project under this Agreement.
- D. *Force Majeure.* Neither Party shall be held responsible for delay nor default caused by fire, riot, acts of God, war or any other cause beyond the reasonable control of City or DEQ, respectively; provided, however, that in no event shall force majeure affect any party's payment obligation hereunder. Each Party shall, however, make all reasonable efforts to remove or eliminate any cause of delay or default and shall, upon the cessation of the cause, diligently pursue performance of its obligations under this Agreement. The Parties in the exercise of good faith shall agree upon adjustments to the schedule and compensation for any additional direct and indirect costs resulting from such delays under this Agreement.
- E. *Survival.* All rights and obligations of the Parties shall cease upon termination or expiration of this Agreement, except for the rights and obligations of a party for payment of completed Work, indemnity, dispute resolution, maintenance of insurance, and those provisions, including, but not limited to, provisions concerning property rights and governing laws which, by their nature, must survive termination to accomplish the intent of the Parties as expressed in this Agreement.
- F. *Notice and Communication.* Except as otherwise expressly provided in this Contract, any communications between the parties hereto or notices to be given hereunder shall be given in writing by personal delivery, mail, facsimile, or email.

CITY	DEQ
Project Manager: Tony Doran Organization: City of Tualatin Address: 18880 SW Martinazzi Avenue Tualatin, OR 97062-7092 (503) 691-3035 TDORAN@ci.tualatin.or.us	Project Manager: Anthony Barnack Organization: Department of Environmental Quality Address: 3150 NW 229 th Suite 150 Hillsboro, Oregon 97124 (503) 693-5708 barnack.anthony@deq.state.or.us

1. Notice by Personal Delivery. Any communication or notice given by personal delivery shall be effective when actually delivered.
 2. Notice by Mail. Notice given by mail shall be by postage prepaid, to Guardian or City at the address, set forth herein, or to such other addresses or numbers as either party may indicate pursuant to this Section 15(E). Any communication or notice so addressed and mailed shall be effective five (5) days after mailing.
 3. Notice by Facsimile. Any communication or notice delivered by facsimile shall be effective on the day the transmitting machine generates a receipt of the successful transmission, if transmission was during normal business hours, or on the next business day, if transmission was outside normal business hours of the recipient. To be effective against City, any notice transmitted by facsimile must be confirmed by telephone notice to City's Contract Administrator.
 4. Notice by Email. Any communication or notice given by email shall be effective upon the sender's receipt of confirmation generated by the recipient's email system that the notice has been received by the recipient's email system.
 5. Notice to Project Managers. Unless otherwise notified in writing as set forth above, notices shall be given to the Project Managers. If a Party's Project Manager is changed, notification of the change shall be promptly made in writing to the other party. If a party receives a communication from the other party not executed by the Project Manager, the party may request clarification by the other party's Project Manager, which shall be promptly furnished.
- G. *Independent Contracting Parties.* The Parties intend that the relationship created by this Agreement is that of independent contracting parties. Neither Party hereto shall be deemed an agent, partner, joint venturer, or related entity of the other by reason of this Agreement. Each Party agrees that its employees and contractor(s) are not the employees of the other Party and are not eligible for any benefits from the other Party, including without limitation,

federal social security, health benefits, workers' compensation, unemployment compensation and retirement benefits.

- H. *Successors and Assigns.* No assignment by a party hereto of any rights under or interests in the Agreement will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, monies that may become due and monies that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Agreement. City and DEQ each binds itself, its partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Agreement.
- I. *Severability.* The parties agree that if any term or provision of this Agreement is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Contract did not contain the particular term or provision held to be invalid.
- J. *Legal Review and Rules of Construction.* Each party has had the opportunity to have an attorney of their choosing review this Agreement and advise the party of the benefits and consequences of signing this Agreement. This Agreement shall not be construed against either party regardless of which party drafted it. Other than as modified by this Agreement, the applicable rules of contract construction and evidence shall apply.
- K. *Governing Law; Venue; Consent to Jurisdiction.* This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon without regard to principles of conflicts of law. Any claim, action, suit or proceeding (collectively, "Claim") between City and DEQ that arises from or relates to this Agreement shall be brought and conducted solely and exclusively within the Circuit Court of Multnomah County.
- L. *Merger Clause; Waiver.* This Agreement, including all attachments and law, rules and regulations incorporated herein or to which the Agreement is subject, constitutes the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either party unless in writing and signed by both parties. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of either party to enforce any provision of this Agreement shall not constitute a waiver by such party of that or any other provision.
- M. *Indemnification.* To the fullest extent permitted by the Oregon Constitution and laws of the State of Oregon, and subject to the monetary limits of the Oregon Tort Claims Act, ORS 30.260 – 30.300 each party agrees to indemnify and hold the other harmless from any liability for personal injury or damage to life or property arising from the acts or omissions of that party, or its officers, employees or agents, in connection with the performance of this Agreement, provided, however, that that party shall not be required to indemnify the other for any such liability arising out of the wrongful acts of the other, or its officers, employees or agents and provided that the other give that party immediate written notice of any action or suit filed or any claim made against the other that may result in litigation in any way related to this Agreement. Each party may defend a claim with counsel of its own choosing, on the condition that no settlement or compromise of any claim may occur without the consent of the other, which consent must not be unreasonably withheld, conditioned or delayed.
- N. *Insurance; Notification of Claims.*
1. DEQ is self-insured and shall maintain self-insurance coverage consistent with Oregon law.
 2. Each Party shall immediately notify the other, not more than thirty (30) days after, if either Party's insurance or self-insurance should lapse or in any way become ineffective.
 3. Each Party shall notify the other party, within thirty (30) days, if a claim is made pertaining to matters covered by or related to this Agreement.
- O. *Execution of Agreement.* This Agreement may be executed in two or more counterparts each signed by their respective parties, each of which shall constitute an original, and all of which together shall constitute one and the same Agreement.

Section 10. Remedies and Disputes.

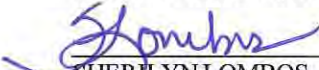
- A. *Remedies.* If City or DEQ should default in the obligations under this Agreement, then, subject to any limitation of remedies contained elsewhere in this Agreement, the non-defaulting party shall have the right to any remedy available at law or equity, including specific performance.

- B. *Dispute Resolution.* The Parties shall exercise good faith and due diligence to resolve any disputes that may arise between them pertaining to timeliness, performance, cost, schedule, scope, quality or other terms and conditions of this Agreement. The Parties will work amicably to resolve disputes. If a dispute cannot be resolved, the Parties shall submit the matter to mediation. The mediator shall be chosen by mutual agreement. If a mediator cannot be agreed upon, the Parties agree to present the dispute to a mediator selected by the Presiding Judge of Washington County Circuit Court. The mediation fee shall be borne equally by the Parties. If the dispute cannot be resolved through discussion, negotiation or mediation, either Party may pursue resolution by filing a complaint in the Washington County Circuit Court.

- C. *Attorney Fees.* If any suit, action, arbitration or other proceeding is instituted to enforce rights or otherwise pursue, defend, or litigate issues related to this Agreement, or any other controversy arises from this Agreement, each party shall bear their own attorneys fees.

The representatives of the Parties, by their signatures below, represent and warrant that they have the power and authority to enter into this Agreement.

CITY OF TUALATIN

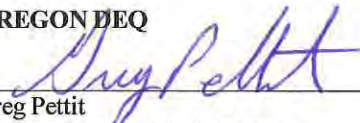


SHERILYN LOMBOS
City Manager

8/26/13

Date

OREGON DEQ



Greg Pettit
LEAD Division Administrator

8-14-2013

Date

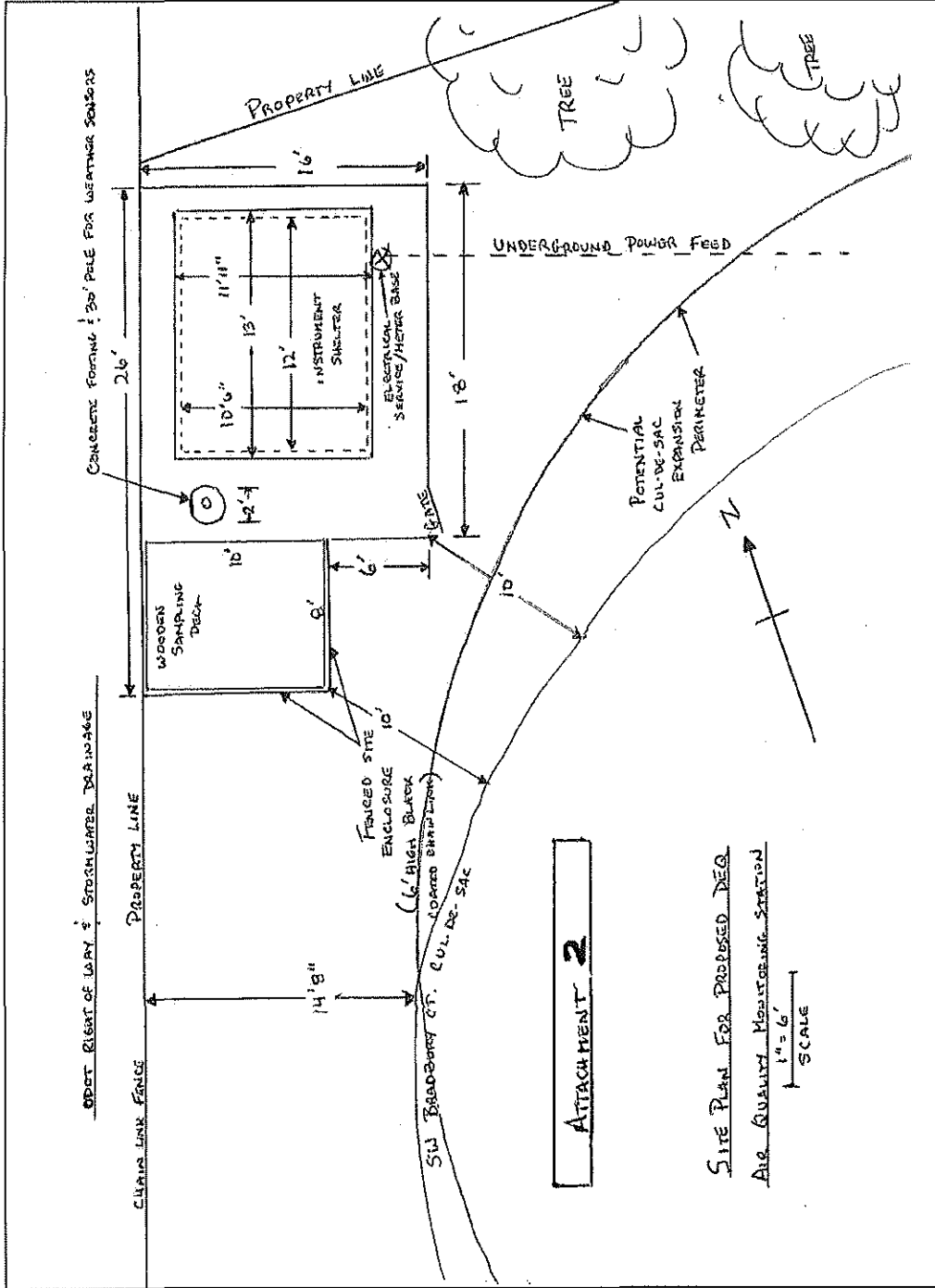
APPROVED AS TO LEGAL FORM



CITY ATTORNEY



Attachment 1





STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Tony Doran, Engineering Associate
Jeff Fuchs, Public Works Director/City Engineer

DATE: 08/13/2018

SUBJECT: Consideration of **Resolution No. 5389-18** Authorizing the City Manager to Execute A Revocable Permit To Allow The Victoria Meadows Home Owners Association Access Over A Public Stormwater Tract To Enable Maintenance Of Their Wetlands and Buffer

ISSUE BEFORE THE COUNCIL:

Consideration of **Resolution No. 5389-18** authorizing the City Manager to execute a revocable permit to allow the Victoria Meadows Home Owners Association access over a public stormwater tract to enable maintenance of their wetlands and buffer.

RECOMMENDATION:

Staff recommends Council approve the attached resolution.

EXECUTIVE SUMMARY:

Approval of this resolution will authorize the City Manager to execute a revocable permit to allow the Victoria Meadows Home Owners Association access over a public stormwater tract to enable maintenance of their wetlands and buffer.

The Victoria Meadows subdivision includes a wetland tract, Tract E, owned and required to be maintained by their Home Owners Association. The wetland tract includes their wetlands and associated buffer.

The Victoria Meadows subdivision plat includes a 10-foot wide access easement over lot 11, located at 22567 SW 96th Drive, to enable maintenance of their wetland tract. The existing construction of house, rock retaining wall, and fence on lot 11 provides a significant challenge to access the wetlands for maintenance.

The City has a stormwater facility tract, Tract A, constructed within the Victoria Meadows subdivision, located at 22699 SW 96th Drive, which spans from SW 96th Avenue west to the Victoria Meadows Home Owners Association's adjacent wetland tract. The Victoria Meadows Home Owners association requested to utilize the City's stormwater facility tract to access their

wetlands for maintenance.

The request will not adversely impact the City's use of the stormwater facility tract for treatment and detention purposes or sanitary sewer line maintenance which also runs through the tract. Granting the revocable permit is in the public good to enable maintenance of wetlands.

FINANCIAL IMPLICATIONS:

There are no financial implications related to granting this revocable permit.

- Attachments:** A - Resolution
 B - Revocable Permit
 C - Vicinity Map
 D - Easement Photos
 E - Subdivision Plat

RESOLUTION NO. 5389-18

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A REVOCABLE PERMIT FOR VICTORIA MEADOWS HOME OWNERS ASSOCIATION TO ENABLE ACCESS OVER A PUBLIC STORMWATER TRACT TO WETLANDS FOR MAINTENANCE

WHEREAS, the Victoria Meadows subdivision includes a wetland tract, Tract E, owned and required to be maintained by their home owners association; and

WHEREAS, the Victoria Meadows subdivision plat includes a 10-foot wide access easement over lot 11, located at 22567 SW 96th Drive, to enable maintenance of their wetland tract; and

WHEREAS, the existing construction of house, rock retaining wall, and fence on lot 11 provides a significant challenge to access the wetlands for maintenance; and

WHEREAS, the City has a stormwater facility tract, Tract A, constructed within the Victoria Meadows subdivision, located at 22699 SW 96th Drive, which spans from SW 96th Avenue west to the Victoria Meadows home owners association's adjacent wetland tract; and

WHEREAS, the Victoria Meadows home owners association requested to utilize the City's stormwater facility tract to access their wetlands for maintenance; and

WHEREAS, the request will not adversely impact the City's use of the stormwater facility tract for treatment and detention purposes or sanitary sewer line maintenance which also runs through the tract; and

WHEREAS, granting the revocable permit is in the public good to enable maintenance of wetlands;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute a Revocable Permit, which is attached as Exhibit 1 and incorporated by reference.

Section 2. The City Manager is authorized to revoke the permit for any reason and at any time with 180 days prior notice to the permittee.

Section 3. This resolution is effective upon adoption.

Adopted by the City Council this 13th day of August, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

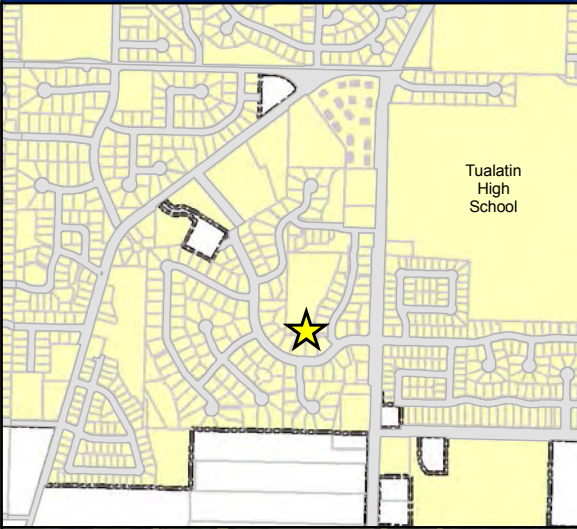
APPROVED AS TO FORM

BY _____
City Attorney

ATTEST:

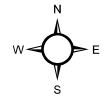
BY _____
City Recorder

Victoria Meadows Revocable Permit



Tract "A"

Access Easement



This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS 6/22/2018







SURVEYOR'S CERTIFICATE

VICTORIA MEADOWS

RECORDED AS DOCUMENT NO. 2004094447

I, Dennis L. Edwards, a Registered Professional Land Surveyor in Oregon, say that I have surveyed and marked with proper monuments the land shown hereon as Victoria Meadows more particularly described as follows; Commencing at the North Quarter Corner of Section 35, Township 2 South, Range 1 West, W.M., Washington County, Oregon; thence S00°13'15"E along the North - South centerline of said section, coincident with the centerline of S.W. Boones Ferry Road (C.R. 125), a distance of 1476.41 feet to a point; thence S89°46'45"W, a distance of 30.00 feet to a point on the westerly right-of-way line of S.W. Boones Ferry Road, and the Point of Beginning; thence S89°33'51"W, along the north line of Document No. 89-029561, Washington County, Oregon Deed Records, a distance of 190.00 feet to a point on the northerly east line of said deed; thence N00°13'15"W, parallel with the North - South centerline of said section, a distance of 150.00 feet to a point on the most northerly line of said deed; thence S89°33'51"W, along said northerly line, a distance of 441.57 feet, to a point on the easterly line of Victoria Woods No. 3, a subdivision plat recorded in Plat Book 123 Page 12, Washington County, Oregon Plat records; thence S00°07'42"E, along the east line of said subdivision, a distance of 606.64 feet to a point on the northerly line of Victoria Woods, a subdivision recorded in Plat Book 100 Page 34, Washington County, Oregon Plat records; thence N89°35'48"E, along the north line of said subdivision, a distance of 360.84 feet to a point on the east right-of-way line of S.W. 96th Drive; thence S43°17'07"E, along said right-of-way, a distance of 21.13 feet to a point at the beginning of a curve to the left with a Radius of 16.00 feet (the chord of which bears S82°40'10"E 20.30 feet), thence along the arc of said curve, a distance of 22.00 feet to a point at the beginning of a curve to the right on the northerly right-of-way line of S.W. Iowa Drive, with a Radius of 199.00 feet (the chord of which bears N73°47'49"E 108.61 feet), thence along the arc of said curve, a distance of 110.01 feet to a point; thence N89°35'10"E, along said right-of-way line, a distance of 107.69 feet to a point at the beginning of a curve to the left with a Radius of 18.00 feet (the chord of which bears N44°40'58"E 25.41 feet), thence along the arc of said curve, a distance of 28.21 feet to a point; thence N89°46'45"E, a distance of 7.11 feet to a point on the west right-of-way line of S.W. Boones Ferry Road; thence N00°13'15"W, along said right-of-way, a distance of 427.70 feet to the point of beginning.

The above described tract of land, containing 8.12 acres, is located in the Northwest Quarter of Section 35, Township 2 South, Range 1 West, Willamette Meridian, City of Tualatin, Washington County, Oregon.

NARRATIVE

PURPOSE: TO SUBDIVIDE INTO LOTS, TRACTS AND STREETS THE BOUNDARY OF A TRACT OF LAND DESCRIBED BY DEED IN DOCUMENT NO. 89-029561, AND DOCUMENT NO. 94-107051, WASHINGTON COUNTY DEED RECORDS. THE SUBDIVISION BOUNDARY PER SN 29,546.

THE BASIS OF BEARINGS S00°13'15"E, IS THE BEARING OF THE CENTER LINE OF S.W. BOONES FERRY ROAD PER PLAT BOOK 123 PAGE 12, (VICTORIA WOODS NO. 3)

STATE OF OREGON S.S. COUNTY OF WASHINGTON

I DO HEREBY CERTIFY THAT THIS SUBDIVISION PLAT WAS RECEIVED FOR RECORD ON THIS 13th DAY OF AUG. 2004, AT 5:22 O'CLOCK P. M. AND RECORDED IN THE COUNTY CLERK RECORDS.

Jamies Gregory DEPUTY COUNTY CLERK

STATE OF OREGON S.S. COUNTY OF WASHINGTON

I DO HEREBY CERTIFY THAT THIS TRACING IS A COPY CERTIFIED TO ME BY THE SURVEYOR OF THIS SUBDIVISION PLAT, TO BE A TRUE COPY OF THE ORIGINAL AND THAT IT WAS RECORDED ON THE 13th DAY OF AUG. 2004, AT 5:22 O'CLOCK P. M. AND RECORDED IN THE COUNTY CLERK RECORDS.

Jamies Gregory DEPUTY COUNTY CLERK

A REPLAT OF TRACT "H", VICTORIA WOODS AND OTHER LANDS SITUATED IN N.W. 1/4 SEC. 35, T. 2 S., R. 1 W., W.M. CITY OF TUALATIN, WASHINGTON COUNTY, OREGON

BY: MULTI/TECH ENGINEERING SERVICES, INC. 1155 13TH ST. S.E. SALEM, OREGON 97302 503-363-9227

DATE: 07/16/2004

DECLARATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, SR MANAGEMENT COMPANY, AN OREGON CORPORATION BEING THE OWNERS OF THE LAND DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON, AND DESIRING TO DISPOSE OF THE SAME INTO LOTS, AND TRACTS HAVE CAUSED THE SAME TO BE SURVEYED AND PLATTED, THE NAME TO BE KNOWN AS VICTORIA MEADOWS. WE HEREBY DEDICATE TO THE PUBLIC ALL RIGHT OF WAY, AND GRANT THE EASEMENTS AS SHOWN OR NOTED ON THE ATTACHED MAP. TRACTS "A" AND "C" ARE HEREBY CONVEYED TO THE CITY OF TUALATIN.

GARY SANDERS PRESIDENT

ACKNOWLEDGMENT

State of Oregon } S.S. County of WASHINGTON

This Instrument was acknowledged before me on July 22nd, 2004 by Gary Sanders as president of SR Management Company.

Notary Signature Jeff Wilson

Notary Public for Oregon Commission No. 363484

My commission expires: DECEMBER 1st, 2006

A SUBDIVISION PLAT CONSENT AFFIDAVIT BY COLUMBIA COMMUNITY BANK BENEFICIARY UNDER DEED OF TRUST RECORDED JANUARY 20, 2004 IN DOCUMENT NO. 2004-005389 WASHINGTON COUNTY DEED RECORDS HAS BEEN EXECUTED AND RECORDED DOCUMENT NO. 2004094449 WASHINGTON COUNTY, OREGON DEED RECORDS.



Approvals Approved this 5th day of AUGUST, 2004 City of Tualatin Mayor By: [Signature]

Attested this 5th day of AUGUST, 2004 City of Tualatin Recorder By: [Signature]

Approved this 6th day of AUGUST, 2004 Washington County Board of Commissioners By: [Signature]

Approved this 13th day of AUGUST, 2004 Director of Assessment and Taxation (Washington County Assessor) By: [Signature]

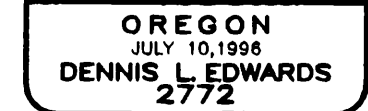
Attest this 13th day of AUGUST, 2004 Director of Assessment and Taxation Ex-Officio County Clerk By: [Signature]

Approved this 13th day of August, 2004 Washington County Surveyor By: [Signature]

A SUBDIVISION PLAT CONSENT AFFIDAVIT BY COLUMBIA COMMUNITY BANK BENEFICIARY UNDER DEED OF TRUST RECORDED JANUARY 15, 2004 IN DOCUMENT NO. 2004-005385 WASHINGTON COUNTY DEED RECORDS HAS BEEN EXECUTED AND RECORDED DOCUMENT NO. 2004094448 WASHINGTON COUNTY, OREGON DEED RECORDS.



Dennis L. Edwards



RENEW BY: 12/31/05

I, DENNIS L. EDWARDS CERTIFY THAT THIS IS AN EXACT COPY OF THE ORIGINAL PLAT.

Dennis L. Edwards DENNIS L. EDWARDS REGISTERED PROFESSIONAL LAND SURVEYOR NO.2772

VICTORIA MEADOWS

RECORDED AS DOCUMENT NO. 200409447

A REPLAT OF TRACT "H", VICTORIA WOODS AND OTHER LANDS SITUATED
IN N.W. 1/4 SEC. 35, T. 2 S., R. 1 W., W.M.
CITY OF TUALATIN, WASHINGTON COUNTY, OREGON

LEGEND:

- = MONUMENT FOUND AS NOTED
- = 5/8" X 30" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "MULTI/TECH ENG."
- = 5/8" X 30" IRON ROD AT CENTERLINE OF STREETS WITH AN ALUMINUM CAP MARKED "MULTI/TECH ENG."
- () = DEED RECORD BEARING OR DISTANCE
- N-S = NORTH - SOUTH
- P.B. = PLAT BOOK
- R&M = RECORD EQUALS MEASURED
- YPC = YELLOW PLASTIC CAP
- I.P. = IRON PIPE
- I.R. = IRON ROD
- SN = SURVEY NUMBER
- P.U.E. = PUBLIC UTILITY EASEMENT
- NO. = NUMBER
- P. = PAGE
- DOC. = DOCUMENT
- S.S. = SANITARY SEWER
- S.D. = STORM DRAINAGE
- ESMT. = EASEMENT
- PVT. = PRIVATE
- N.T. = NON-TANGENT CURVE
- R.D. = RAIN DRAIN
- S.F. = SQUARE FEET

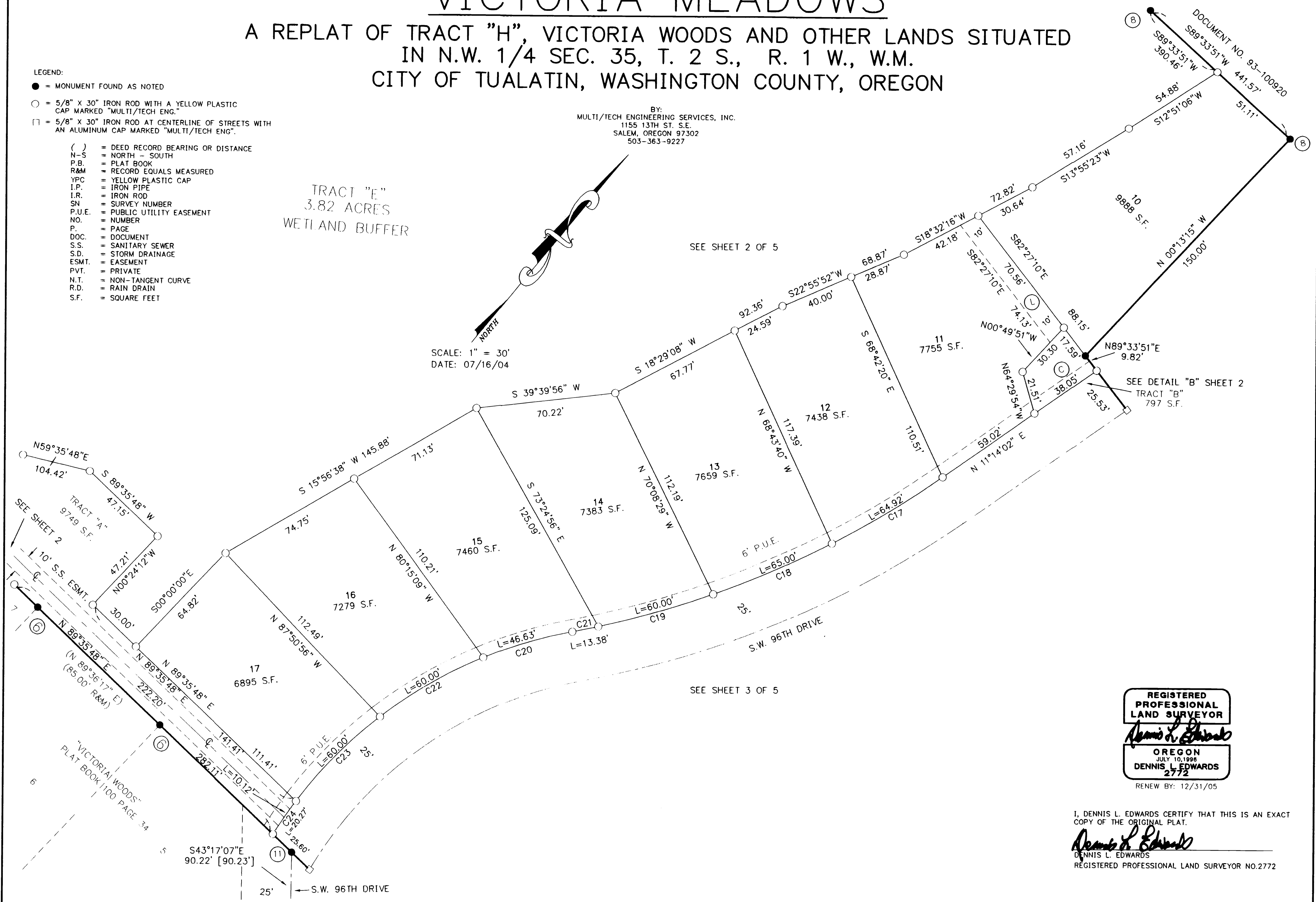
BY:
MULTI/TECH ENGINEERING SERVICES, INC.
1155 13TH ST. S.E.
SALEM, OREGON 97302
503-363-9227

TRACT "E"
3.82 ACRES
WETLAND BUFFER

SEE SHEET 2 OF 5

SCALE: 1" = 30'
DATE: 07/16/04

SEE SHEET 3 OF 5



REGISTERED
PROFESSIONAL
LAND SURVEYOR
Dennis L. Edwards
OREGON
JULY 10, 1996
DENNIS L. EDWARDS
2772
RENEW BY: 12/31/05

I, DENNIS L. EDWARDS CERTIFY THAT THIS IS AN EXACT
COPY OF THE ORIGINAL PLAT.
Dennis L. Edwards
DENNIS L. EDWARDS
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2772

REGISTERED PROFESSIONAL LAND SURVEYOR

Dennis L. Edwards

OREGON JULY 10, 1998 DENNIS L. EDWARDS 2772

RENEW BY: 12/31/05

I, DENNIS L. EDWARDS CERTIFY THAT THIS IS AN EXACT COPY OF THE ORIGINAL PLAT.

Dennis L. Edwards

DENNIS L. EDWARDS REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2772

VICTORIA MEADOWS

RECORDED AS DOCUMENT NO. 2004094447

A REPLAT OF TRACT "H", VICTORIA WOODS AND OTHER LANDS SITUATED IN N.W. 1/4 SEC. 35, T. 2 S., R. 1 W., W.M. CITY OF TUALATIN, WASHINGTON COUNTY, OREGON

BY:

MULTI/TECH ENGINEERING SERVICES, INC.
1155 13TH ST. S.E.
SALEM, OREGON 97302
503-363-9227

LINE	BEARING	DISTANCE
L1	S 79°58'32" W	33.45
L2	N 89°35'48" E	67.22
L3	S 89°17'32" W	39.79



SCALE: 1" = 30'
DATE: 07/16/04

EASEMENT NOTES:

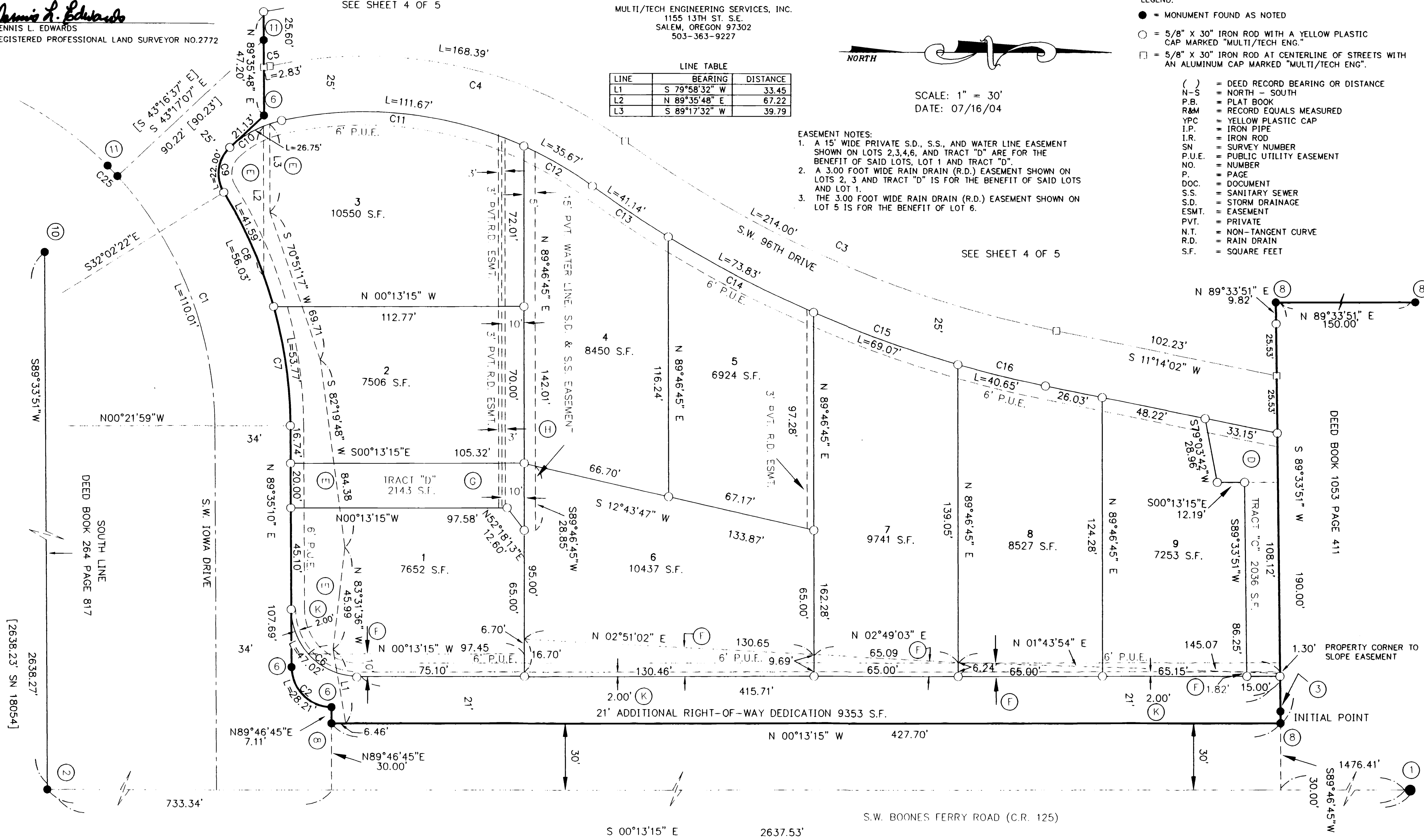
- A 15' WIDE PRIVATE S.D., S.S., AND WATER LINE EASEMENT SHOWN ON LOTS 2,3,4,6, AND TRACT "D" ARE FOR THE BENEFIT OF SAID LOTS, LOT 1 AND TRACT "D".
- A 3.00 FOOT WIDE RAIN DRAIN (R.D.) EASEMENT SHOWN ON LOTS 2, 3 AND TRACT "D" IS FOR THE BENEFIT OF SAID LOTS AND LOT 1.
- THE 3.00 FOOT WIDE RAIN DRAIN (R.D.) EASEMENT SHOWN ON LOT 5 IS FOR THE BENEFIT OF LOT 6.

LEGEND:

- = MONUMENT FOUND AS NOTED
- = 5/8" X 30" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "MULTI/TECH ENG."
- = 5/8" X 30" IRON ROD AT CENTERLINE OF STREETS WITH AN ALUMINUM CAP MARKED "MULTI/TECH ENG".
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- N.T. = NON-TANGENT CURVE
- R.D. = RAIN DRAIN
- S.F. = SQUARE FEET

SEE SHEET 4 OF 5

SEE SHEET 4 OF 5



S 00°13'15" E 2637.52'R&M SN 27270 BASIS OF BEARING S 00°13'15" E 2637.48' PLAT BOOK 123 PAGE 12 (VICTORIA WOODS NO. 3)

NOTES:

- ⑥ 6 FOOT PUBLIC UTILITY EASEMENT SHALL EXIST ALONG THE FRONTAGE OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS, AND A 5 FOOT PUBLIC UTILITY EASEMENT SHALL EXIST ADJACENT TO ALL SIDE & REAR LOT AND TRACT LINES, EXCEPT TRACT "B".
- ⑦ TRACT "A" IS SUBJECT TO A STORM WATER FACILITY OVER ITS ENTIRETY, SAID TRACT IS ALSO SUBJECT TO A 10 FOOT PUBLIC SANITARY SEWER EASEMENT AS SHOWN. SAID TRACT SHALL BE OWNED AND MAINTAINED BY THE CITY OF TUALATIN.
- ⑧ TRACT "B" SHALL BE OWNED & MAINTAINED BY THE VICTORIA MEADOWS HOMEOWNERS ASSOCIATION. SAID TRACT IS SUBJECT TO AN ACCESS EASEMENT FOR THE BENEFIT OF LOT 10, OVER ITS ENTIRETY. SAID TRACT IS ALSO SUBJECT TO A TEMPORARY EMERGENCY VEHICLE ACCESS EASEMENT OVER ITS ENTIRETY. SAID EASEMENT SHALL BE AUTOMATICALLY RELINQUISHED UPON THE EXTENSION OF SW 96TH DRIVE.
- ⑨ TRACT "C" IS SUBJECT TO A PUBLIC PEDESTRIAN EASEMENT AND A PUBLIC SANITARY SEWER EASEMENT OVER ITS ENTIRETY AND SUBJECT TO A TEMPORARY TURNAROUND EASEMENT AS SHOWN. SAID EASEMENT SHALL BE AUTOMATICALLY RELINQUISHED UPON THE EXTENSION OF SW 96TH DRIVE. SAID TRACT SHALL BE OWNED AND MAINTAINED BY THE CITY OF TUALATIN.
- ⑩ CITY OF TUALATIN SLOPE EASEMENT DOCUMENT NO. 95-031775
- ⑪ CITY OF TUALATIN SLOPE EASEMENT
- ⑫ TRACT "D" IS SUBJECT TO AN ACCESS EASEMENT FOR THE BENEFIT OF LOTS 1, 2, AND 6 OVER ITS ENTIRETY, SAID TRACT SHALL BE OWNED AND MAINTAINED BY THE VICTORIA MEADOWS HOMEOWNERS ASSOCIATION.

VICTORIA MEADOWS

A REPLAT OF TRACT "H", VICTORIA WOODS AND OTHER LANDS SITUATED IN N.W. 1/4 SEC. 35, T. 2 S., R. 1 W., W.M. CITY OF TUALATIN, WASHINGTON COUNTY, OREGON

RECORDED AS DOCUMENT NO. 2004094447

BY:
MULTI/TECH ENGINEERING SERVICES, INC.
1155 13TH ST. S.E.
SALEM, OREGON 97302
503-363-9227

LEGEND:

- = MONUMENT FOUND AS NOTED
- = 5/8" X 30" IRON ROD SET WITH A YELLOW PLASTIC CAP MARKED "MULTI/TECH ENG."
- = 5/8" X 30" IRON ROD SET AT BOUNDARY CORNERS, LOT CORNERS, POINTS OF CURVES AND TANGENTS ON STREET BOUNDARIES WITH A YELLOW PLASTIC CAP MARKED "MULTI/TECH ENG."
- = 5/8" X 30" IRON ROD SET AT CENTERLINE OF STREETS WITH AN ALUMINUM CAP MARKED "MULTI/TECH ENG."
- () = DEED RECORD BEARING OR DISTANCE
- N-S = NORTH - SOUTH
- P.B. = PLAT BOOK
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- PVT. = PRIVATE
- N.T. = NON-TANGENT CURVE
- R.D. = RAIN DRAIN
- S.F. = SQUARE FEET
- C/L = CENTERLINE

- NOTES:
- ⑮ 15.00 FOOT PRIVATE WATERLINE, STORM DRAINAGE AND SANITARY SEWER EASEMENT FOR THE BENEFIT OF LOTS 1, 2, AND 6.
 - ⑯ TRACT "E" IS SUBJECT TO A STORM SEWER, SURFACE WATER, DRAINAGE AND DETENTION EASEMENT OVER ITS ENTIRETY TO THE CITY OF TUALATIN. SAID TRACT SHALL BE OWNED AND MAINTAINED BY THE VICTORIA MEADOWS HOMEOWNERS ASSOCIATION.
 - ⑰ THERE SHALL BE NO DIRECT MOTOR VEHICLE ACCESS TO OR FROM LOTS 1, 6, 7, 8, AND 9 ONTO SW BOONES FERRY ROAD UNLESS AUTHORIZED BY THE GOVERNING BODY HAVING JURISDICTION OVER SAID ROAD.
 - ⑱ 2.00 FOOT WIDE WALL EASEMENT FOR THE BENEFIT OF LOTS 1, 6, 7, 8, AND 9.
 - ⑲ ACCESS EASEMENT 10.00 FEET IN WIDTH FOR THE BENEFIT OF TRACT "E", SAID EASEMENT AREA SHALL BE MAINTAINED BY THE VICTORIA MEADOWS HOMEOWNERS ASSOCIATION.

REGISTERED PROFESSIONAL LAND SURVEYOR

Dennis L. Edwards

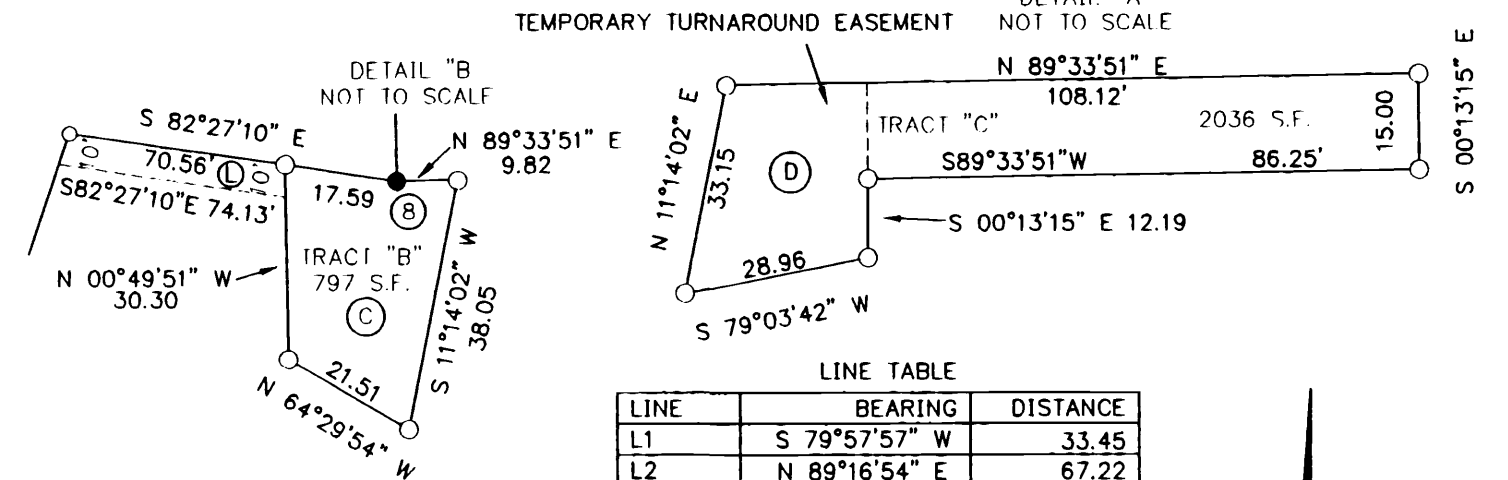
OREGON
JULY 10, 1998
DENNIS L. EDWARDS
2772

RENEW BY: 12/31/05

I, DENNIS L. EDWARDS CERTIFY THAT THIS IS AN EXACT COPY OF THE ORIGINAL PLAT.

Dennis L. Edwards

DENNIS L. EDWARDS
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2772



LINE TABLE

LINE	BEARING	DISTANCE
L1	S 79°57'57" W	33.45
L2	N 89°16'54" E	67.22
L3	S 89°16'54" W	39.79

CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH	CHORD	BEARING
C1 N.T.	31°40'23"	199.00	110.01	108.61	N 73°47'49" E
C2	89°48'25"	18.00	28.21	25.41	N 44°40'58" E
C3	24°31'21"	500.00	214.00	212.37	S 23°29'43" W
C4	48°14'23"	200.00	168.39	163.46	S 11°38'14" W
C5	02°09'31"	75.00	2.83	2.83	S 13°33'46" E
C6	89°48'25"	30.00	47.02	42.35	S 44°40'58" W
C7	15°31'48"	199.00	53.94	53.77	S 81°52'08" W
C8	16°08'35"	199.00	56.07	55.88	S 66°01'55" W
C9	78°46'08"	16.00	22.00	20.30	S 82°40'10" E
C10	30°39'18"	50.00	26.75	26.43	N 27°48'39" W
C11	36°33'41"	175.00	111.67	109.79	N 05°47'54" E
C12	11°40'43"	175.00	35.67	35.61	N 29°55'02" E
C13	04°29'24"	525.00	41.14	41.13	N 33°30'43" E
C14	08°03'27"	525.00	73.83	73.77	N 27°14'16" E
C15	07°32'18"	525.00	69.07	69.02	N 19°26'23" E
C16	04°26'12"	525.00	40.65	40.64	N 13°27'08" E
C17	07°49'52"	475.00	64.92	64.87	N 15°08'58" E
C18	07°50'27"	475.00	65.00	64.95	N 22°59'08" E
C19	07°14'13"	475.00	60.00	59.96	N 30°31'27" E
C20	11°52'26"	225.00	46.63	46.55	N 29°49'10" E
C21	01°36'50"	475.00	13.38	13.38	N 34°56'58" E
C22	15°16'47"	225.00	60.00	59.83	N 16°14'33" E
C23	15°16'43"	225.00	60.00	59.82	N 00°57'48" E
C24	05°09'44"	225.00	20.27	20.26	S 09°15'26" E
C25	02°14'50"	165.00	6.47	6.47	S 45°54'42" W

SCALE: 1" = 60'
DATE: 07/16/2004

VICTORIA MEADOWS

RECORDED AS DOCUMENT NO. 200409447

REPLAT OF TRACT "H", VICTORIA WOODS AND OTHER LANDS SITUATED
IN THE N.W. 1/4 SEC. 35, T. 2 S, R. 1 W, W.M.
CITY OF TUALATIN, WASHINGTON COUNTY, OREGON

BY:
MULTI/TECH ENGINEERING SERVICES, INC.
1155 13TH ST. S.E.
SALEM, OREGON 97302
503-363-9227

DATE: 07/16/2004

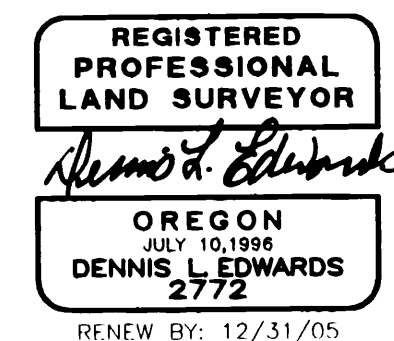
SHEET 1 OF 5 INDEX

SHEET 2 OF 5 BOUNDARY, TRACTS "A" & "E", NOTES, LINE TABLE, CURVE TABLES, MONUMENT NOTES, AND LEGEND.

SHEET 3 OF 5 LOTS 1 THROUGH 9, TRACTS "C" AND "D", EASEMENT NOTES, LINE TABLE, AND LEGEND

SHEET 4 OF 5 LOTS 10 THROUGH 17, PORTIONS OF TRACTS "A" AND "E", AND LEGEND

SHEET 5 OF 5 DECLARATION, ACKNOWLEDGMENT, APPROVALS, SURVEYORS CERTIFICATE, NARRATIVE,
AND CONSENT AFFIDAVITS.



I, DENNIS L. EDWARDS CERTIFY THAT THIS IS AN EXACT
COPY OF THE ORIGINAL PLAT.

Dennis L. Edwards
DENNIS L. EDWARDS
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2772



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Richard Mueller, Parks and Recreation Manager
Ross Hoover, Parks and Recreation Director

DATE: 08/13/2018

SUBJECT: Consideration of **Resolution No. 5391-18** Accepting Public Improvements for Construction of the Saum Creek Greenway Trail Project at Sagert Farm Subdivision, Sequoia Ridge Subdivision and Venetia Subdivision

ISSUE BEFORE THE COUNCIL:

The Council will consider a resolution authorizing final acceptance of the Saum Creek Greenway Trail Project from Sagert Farm Subdivision between 65th Avenue to the existing trail at Venetia Subdivision.

RECOMMENDATION:

Staff respectfully recommends that Council approve the attached resolution authorizing final acceptance.

EXECUTIVE SUMMARY:

The trail was built by Lennar Corporation using approved Park System Development Charge credits as part of the Sagert Farm Subdivision. Construction of the trail improvements are complete, and staff has inspected the improvements, and received all required documents and materials.

OUTCOMES OF DECISION:

The City will refund the SDC payments and credit additional SDC's as permits are issued to the total of the authorized SDC trail improvements. The final construction improvement agreement amount was \$404,548.47.

Attachments: [Resolution No. 5391-18](#)
[Trail Alinement Map](#)

RESOLUTION NO. 5391-18

RESOLUTION ACCEPTING PUBLIC IMPROVEMENTS FOR CONSTRUCTION OF THE SAUM CREEK GREENWAY TRAIL PROJECT AT SAGERT FARM SUBDIVISION, SEQUOIA RIDGE SUBDIVISION AND VENETIA SUBDIVISION

WHEREAS, the City of Tualatin entered into an improvement agreement with Lennar Corporation to construct a new segment of the Saum Creek Greenway trail between 65th Avenue and the existing trail at Venetia Subdivision; and

WHEREAS, Lennar Corporation has completed construction of the improvements to the standards required by the City; and

WHEREAS, City staff has inspected and recommends final acceptance of the improvements; and

WHEREAS, it is in the public interest that the City accept said improvements.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Saum Creek Greenway Trail project is approved and accepted by the City.

Section 2. The City Manager, or designee, is authorized to execute any and all documents necessary to close out the improvement agreement with Lennar Corporation.

Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 13th day of August 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder



SAUM CREEK GREENWAY TRAIL ALIGNMENT PLAN



3J CONSULTING
 CIVIL ENGINEERING | WATER RESOURCES | COMMUNITY PLANNING

FEBRUARY 2017



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Sean Brady, City Attorney

DATE: 08/13/2018

SUBJECT: Consideration of **Resolution No. 5392-18** Accepting the Basalt Creek Concept Plan

ISSUE BEFORE THE COUNCIL:

Consideration of Resolution No. 5392-18 Accepting the Basalt Creek Concept Plan.

RECOMMENDATION:

Staff recommends Council adopt the Resolution.

EXECUTIVE SUMMARY:

In 2004, the Metro Council added the Basalt Creek Planning Area, located generally between the City of Tualatin and City of Wilsonville, to the Urban Growth Boundary (UGB) by adoption of Metro Ordinance No. 04-1040B. Metro conditioned the UGB expansion of the Basalt Creek Planning Area to undergo Title 11 concept planning. In 2011, Metro, Washington County, City of Tualatin, and City of Wilsonville entered into an Intergovernmental Agreement (IGA) for concept planning the Basalt Creek Planning Area.

In 2013, the City of Tualatin and City of Wilsonville began concept planning the Basalt Creek Planning Area. A disagreement arose with respect to the land use designation for the Central Subarea of the Basalt Creek Planning Area. In 2018, the governing bodies for Metro, Washington County, City of Tualatin, and City of Wilsonville entered into an IGA to provide for Metro to make a decision to settle the dispute. Under the IGA, once Metro made the decision, the Cities are required to adopt a resolution to accept the Basalt Creek Concept Plan within 120 days of the date of Metro's decision.

Metro's decision was made and effective on or about May 3, 2018. As a result, the Cities have until the end of August 2018 to accept the Basalt Creek Concept Plan.

Throughout the Concept Plan process, the governing bodies' staff and consultants, sought, received, and considered extensive public input and comment through multiple public engagement opportunities of many years. Similarly, the governing bodies' staffs reviewed technical information, considered input from the general public, shaped the development of a preliminary concept plan, presented information and received input from the Planning

Commissions, and presented information to the Councils.

On July 23, 2018, the City of Tualatin Council held a public hearing, considered the public testimony, the recommendations of staff, and the information and recommendations in the final preliminary Concept Plan. At the conclusion of the hearing, Council directed staff to bring back a resolution accepting the Basalt Creek Concept Plan.

Resolution No. 5392-18 accepts the Basalt Creek Concept Plan and directs staff to begin preparing Comprehensive Plan Amendments and Urban Planning Area Amendments related to the Basalt Creek Concept Plan Area for future Council consideration. Adopting Resolution No. 5392-18 fulfills the City's obligations under the Central Subarea Dispute IGA to accept the Basalt Creek Concept Plan within 120 days of Metro's decision.

Included in the prior staff report were Attachments A through J. Supplementing those attachments are the following documents:

- Attachment E - Revised Joint Council Meeting Minutes
- Attachment H6 - Citizen Comments 071118 to 072318 for BCCP project
- Attachment K - Letter from Sherwood School Dist. 072018 for Metro Title 11 BCCP project
- Attachment L - Metro BCCP Letter for Tualatin Compliance 072418
- Attachment M - Meeting Minutes from June 25, 2018 City Council Work Session
- Attachment N - Presentation at TPC 7-19-18 for BCCP project
- Attachment O - Notice 7-30-18 - BCCP project
- Attachment P – Metro Letter of August 9, 2018

Attachments: Reso 5392-18-Accept Basalt Creek Concept Plan
 Ex 1 - Reso 5392-18 Title 11 Findings
 Attachment E - Revised Joint Council Meeting Minutes
 Attachment H6- Citizen Comments 071118 to 072318 for BCCP project
 Attachment K - Letter from Sherwood School Dist. 072018 for Metro Title 11
 BCCP project
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 Attachment P – Metro Letter of August 9, 2018

RESOLUTION NO. 5392-18

A RESOLUTION ACCEPTING THE BASALT CREEK CONCEPT PLAN.

WHEREAS, in 2004, the Metro Council added two areas, known as the Basalt Creek and West Railroad Planning Areas, located generally between the City of Tualatin and City of Wilsonville, to the Urban Growth Boundary (UGB) via Metro Ordinance No. 04-1040B;

WHEREAS, Metro conditioned these UGB expansion areas to undergo Title 11 concept planning, as defined in Metro Code Chapter 3.07, Urban Growth Management Functional Plan;

WHEREAS, Washington County, City of Tualatin, and City of Wilsonville agreed to consider the Basalt Creek and the West Railroad areas in a single concept planning effort and to refer to the two areas as the Basalt Creek Planning Area; and

WHEREAS, in 2011, Metro, Washington County, City of Tualatin, and City of Wilsonville entered into an Intergovernmental Agreement (IGA) for concept planning the Basalt Creek Planning Area;

WHEREAS, in 2013, City of Tualatin and City of Wilsonville began concept planning the Basalt Creek Planning Area;

WHEREAS, in 2013, Metro, Washington County, City of Tualatin, and City of Wilsonville entered into the First Addendum to the IGA, acknowledging the Basalt Creek Transportation Refinement Plan;

WHEREAS, during concept planning process, a disagreement arose with respect to the land use designation for the Central Subarea of the Basalt Creek Planning Area;

WHEREAS, in 2018, the governing bodies for Metro, Washington County, City of Tualatin, and City of Wilsonville entered into an IGA for Metro to make a decision to settle the dispute, and which then required the Cities to accept the Basalt Creek Concept Plan within 120 days of Metro's decision;

WHEREAS, Metro's decision was made and effective on or about May 3, 2018;

WHEREAS, the governing bodies' staff, consultants, sought, received, and considered extensive public input and comment through multiple public engagement opportunities of many years;

WHEREAS, over the course of the project, the governing bodies' staff reviewed technical information, considered input from the general public, shaped the development of a preliminary concept plan, presented information and received input from the Planning Commission, and presented information to the Council; and

WHEREAS, on July 23, 2018, the City of Tualatin Council held a public hearing, considered the public testimony, the recommendations of Staff, and the information and recommendations in the final preliminary Concept Plan.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. Pursuant to the requirements of the Subarea Dispute IGA between Metro, Washington County, City of Tualatin, and City of Wilsonville, the Council accepts the Basalt Creek Concept Plan.

Section 2. In support of Section 1, the Council adopts the findings set forth in Exhibit 1, which is attached and incorporated by reference.

Section 3. The Council directs staff to begin preparing Comprehensive Plan Amendments and Urban Planning Area Amendments related to the Basalt Creek Concept Plan Area for future Council consideration.

Section 4. Nothing in this resolution is or shall be construed as a final decision by the Council that concerns the adoption, amendment or application of the statewide planning goals, a comprehensive plan provision, or a land use regulation.

Section 5. This resolution is effective upon adoption.

ADOPTED this 13th day of August, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

EXHIBIT 1

RESOLUTION NO. 5392-18

Metro Title 11 - Compliance Memorandum.

In response to a shortfall in industrial land, a 2004 study¹ identified good candidates for industrial development by looking at soil classification, earthquake hazard, slope steepness, and parcel size; distribution to regional transportation, necessary services, accessibility; and proximity to existing like uses.

Two areas of land identified in Metro Ordinance No. 04-1040B as good candidates for industrial development now comprise the Basalt Creek planning area. The main section of the Basalt Creek area (referred to in the 2004 ordinance as the Tualatin study area) was identified as suitable for industrial development due to relatively flat parcels and its proximity to the I-5 corridor and to an existing industrial area in Wilsonville. The ordinance states "...the Tualatin study area is most suitable for warehousing and distribution, among other industrial uses."

Metro Title 11 contains the following:

3.07.1120 Planning for Areas Added to the UGB.

- A. The County or City responsible for comprehensive planning of an area, as specified by the intergovernmental agreement adopted pursuant to section 3.07.1110(c)(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use regulations for the area to address the requirements of subsection (c) by the date specified by the ordinance or by section 3.07.1455(b)(4) of this chapter.

- B. If the concept plan developed for the area pursuant to section 3.07.1110 assigns planning responsibility to more than one City or County, the responsible local governments shall provide for concurrent consideration 3.07 - 60 (Updated on 01/06/16) and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.

- C. Comprehensive plan provisions for the area shall include:

¹ As documented in the Existing Conditions Report Appendix A to the Basalt Creek Concept Plan, the study referenced is an Industrial Land Alternative Analysis Study (a 2004 addendum to Metro's 2002 Urban Growth Report).

1. Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;
 2. Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;
 3. Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to section 3.07.1455(b)(2) of this chapter;
 4. Provision for affordable housing consistent with Title 7 of this chapter if the comprehensive plan authorizes housing in any part of the area;
 5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110;
 6. Provision for the amount of land and improvements needed, if any, for public park facilities sufficient to serve the area added to the UGB in coordination with affected park providers;
 7. A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan;
 8. Provision for the financing of local and state public facilities and services; and 3.07 - 61 (Updated on 01/06/16); and
 9. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.
- D. The county or city responsible for comprehensive planning of an area shall submit to Metro a determination of the residential capacity of any area zoned to allow dwelling units, using a method consistent with a Goal 14 analysis, within 30 days after adoption of new land use regulations for the area.

Findings:

The City makes the following findings with respect to Metro Title 11:

C(1) - Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB.

In 2004, Metro identified the Basalt Creek area as a good candidate for industrial development because it is near I-5, adjacent to Wilsonville's industrial area to the south, and contains large, flat sites suitable for industrial users. Metro passed Ordinance 4-1040B to annex the area into the existing Urban Growth Boundary (UGB), to ensure sufficient regional supply of land for employment growth over the next twenty years.

In 2011, four (4) jurisdictions entered into an Intergovernmental Agreement (IGA) for the purposes of jointly planning the Basalt Creek Concept Plan area. The Cities of Tualatin and Wilsonville, Washington County, and Metro all signed the IGA and reaffirmed this commitment when the IGA was reinstated in September of 2016. The reinstatement and the original IGA are included in this document as Attachment A.

In 2011, the original IGA identified the partner agencies would consider both Basalt Creek and the West Railroad area as a single concept plan called the Basalt Creek Planning Area. The Cities and the County agreed to work together to complete integrated land use and transportation system concept planning to assure carefully planned development in the Basalt Creek Planning Area that would be a benefit to the County, Cities and their residents.

Basalt Creek planning area is located near one of the region's largest clusters of employment land, including existing developed areas in Tualatin, Wilsonville, and Sherwood and planned future employment areas of Southwest Tualatin, Tonquin Employment Area, and Coffee Creek. Viewed together, these areas comprise one of the largest industrial and employment clusters in the region.

In the most recent Metro forecast for the area (Gamma Version provided at TAZ level), Basalt Creek planning area was expected to accommodate about 1,200 new housing units and 2,300 new jobs (mostly industrial, with some service jobs and a few retail jobs). Details regarding forecast can be found in Appendix A starting on page 17. The Buildable Lands Analysis (see Appendix E) influenced the most appropriate locations for employment-based land uses within the planning area. See Section *Basalt Creek Concept Plan* beginning on page 7.

Basalt Creek Concept Plan land use designations are consistent with Ordinance 4-1040B. The area is mapped and identified as an “Industrial Area” in Metro’s Title 4 Code. The majority of the acreage in the Basalt Creek Planning Area is designated for employment use by the Concept Plan. The land use designations provide for a range of industrial development types including manufacturing, warehouse, and office uses. See Figure 8 *Basalt Creek Land Use Concept Map* in the plan document. Further description of the land uses continues under *Jurisdictional Boundary, Land Use and Development* on page 29.

While the major purpose of the area is to provide land for employment opportunities, the Basalt Creek Concept Plan also includes some residential areas to the north and northeast of the proposed jurisdictional boundary, which will be in the City of Tualatin following adoption. Using the land suitability analysis, and looking at adjacent land uses, the project team identified appropriate land use designations for properties within the planning area. These land use designations were further refined, and appropriate densities selected to provide for regional employment capacity and housing while limiting traffic congestion.

The mix of housing types proposed was designed to coordinate with existing adjacent residential neighborhoods. The mix includes low, medium-low and high-density housing, which provides the opportunity for a range of different housing types, tenure and prices. See Table 3 *Summary of Development Types Identified for Basalt Creek Planning Area by Jurisdiction* for a breakdown of buildable acreage and density by land use designation in the plan document.

It is not necessary for this designation to be removed from the residential land already identified in the northern portion of the of the Basalt Creek area upon adoption of the Concept Plan. Ordinance 4-1040B allowed for land north of the “South Alignment” of the connector right-of-way to be designated Outer Neighborhood.

The Basalt Creek Concept Plan fulfills C(1).

C(2) Provision for annexation to a City and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection.

Basalt Creek Concept Plan establishes a new jurisdictional boundary between Tualatin and Wilsonville in order to determine which parts of the planning area can be annexed into and served by each city in the future. Both cities comprehensive plans require

annexation prior to or simultaneous with a development application. The Basalt Creek Concept Plan includes a provision that this area is added to existing urban services agreements. Ensuring service provision is also a requirement of City of Wilsonville code and a component of the Urban Planning Area Agreements each City has with Washington County. City of Tualatin's development code (Section 31.067) currently calls out an annexation procedure "to be used in conjunction with Metro Code 3.08 and Oregon Revised Statutes for annexing territory to the City Limits." See the *Implementation and Phasing Strategy* section starting on page 52 of the plan document.

The Basalt Creek Concept Plan fulfills C(2).

C(3) Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to section 3.07.1455(b)(2) of this chapter.

The Basalt Creek Concept Planning Area was brought into the UGB as industrial land, and housing was allowed specifically to address concerns for necessary buffering of adjacent uses. Metro Council has not specified number and types of housing units or average density per net developable acres. See section *Basalt Creek Concept Plan* beginning on page 7.

The Basalt Creek Concept Plan balances land use types and densities to meet obligations for providing regional employment capacity (Metro Gamma forecast) while limiting negative impacts on congestion and traffic levels (trip caps). In addition, the scenarios vetted by the Project Management Team (PMT) and each City Council sought efficient provision of services, fully analyzing the transportation, infrastructure, park, natural resource, and land use implications of various development patterns to form the basis for the Concept Plan. See *Scenario Testing and Concept Plan Development* starting on page 13 in the plan document.

The Basalt Creek Concept Plan fulfills C(3).

C(4) Provision for affordable housing consistent with Title 7 of this chapter if the comprehensive plan authorizes housing in any part of the area.

The Basalt Creek Concept Planning Area was brought into the UGB as industrial land, which allows housing specifically to address concerns for necessary buffering of adjacent uses. Title 7: Housing Choices calls for establishment of voluntary affordable housing production goals to increase the supply of affordable housing. In addition, Section 3.07.730 Requirements for Comprehensive Plan and Implementing Ordinance

Changes states: Cities and counties within the Metro region shall ensure that their comprehensive plans and implementing ordinances:

- (a) Include strategies to ensure a diverse range of housing types within their jurisdictional boundaries.
- (b) Include in their plans actions and implementation measures design to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing within their boundary.
- (c) Include plan policies, actions, and implementation measures aimed at increasing opportunities for households of all income levels to live within their individual jurisdictions in affordable housing.

In a letter dated July 24, 2018 from Metro staff liaison, Brian Harper, regarding the Title 11 compliance for the Basalt Creek Concept Plan stated “Metro finds that the Draft Basalt Creek Concept Plan met the intent of, and demonstrates substantial compliance with Title 11 requirements.” Metro did not require any specific income levels or number of units of affordable housing for inclusion in the Basalt Creek Concept Plan.

However, Tualatin has included a diverse range of housing types on the Basalt Creek Land Use Map, north of the Basalt Parkway, and Wilsonville has provided for the possibility of live-work units, south of the Basalt Creek Parkway. The final and preferred land use scenario for the Basalt Creek Concept Plan included a mix of low, medium-low and high-density housing projected to produce 575 households in Tualatin and 6 live/work units in Wilsonville, which provides the opportunity for a range of different housing types, tenure and prices to meet the needs of the city, county and region. See *Table 3 Summary of Development Types identified for Basalt Creek Planning Area by Jurisdiction* for a breakdown of households by land use designation, associated densities, and acreages.

Preliminary strategies to achieve a diverse range of housing types of all income levels including affordable housing include, but are not limited to: private and non-profit partnerships, waivers, subsidies, grant funding, update and streamline zoning code (i.e. additional flexibility with accessory dwelling units, allow smaller lots, density bonuses, reduce parking requirements) programs to lower the cost of development, additional funding sources to pay for infrastructure, programs that decrease operational costs, programs that provide financial assistance to homeowners and renters. These strategies will be reviewed during Tualatin’s comprehensive planning update.

The Basalt Creek Concept Plan fulfills C(4).

C(5) Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110.

Existing schools are expected to accommodate future student population and no new facilities are planned within the area. Capacity determinations will need to be made as development progresses. The facilities for provision of schools will be determined and funded as development occurs in the area and will be based on level of service standards for the subsequent population expansion. Basalt Creek is located in the Sherwood School District and in 2016 the voters in the District approved ballot measure 34-254 approving a bond. This bond project will allow the District to accommodate an additional 2,000 students district-wide (according to information on the District's website <http://www.sherwood.k12.or.us/information/bond-visioning-process>).

The Basalt Creek Concept Plan was coordinated with local school districts. The Sherwood and Tigard-Tualatin school districts participated in the Agency Review Team to provide input to the concept plan. The school district will calculate the need for new schools based upon demographic and density estimates for future development in the Basalt Creek Area according to operational standards related to the number of students allowed per school. The final development scenario estimates 581 future households in the Basalt Creek planning area. The planning area currently falls within the Sherwood School District. This district has an estimated enrollment of 5,158 and includes four elementary schools, two middle schools, Sherwood High School, and Sherwood Charter School.

Provision of any new schools will be coordinated with representatives of all nearby school districts for capital planning. The planning area is located very close to Tualatin High School. The Tigard-Tualatin School District has an estimated enrollment of 12,363, and includes ten elementary schools, three middle schools, and two high schools. A private high school, Horizon Christian, is located within the planning area and currently serves 160 students but plans significant expansion in the future. The addition of hundreds of new households can be expected to impact existing school districts, but at this time no district has indicated that they plan to locate any new facilities within the planning area. See subsection *Schools* under section *Civic Uses* beginning on page 40 in the plan document for a discussion of school facility considerations. Also, see Attachment B for written confirmation from both school districts.

The Basalt Creek Concept Plan fulfills C(5).

C(6) Provision for the amount of land and improvements needed, if any, for public park facilities sufficient to serve the area added to the UGB in coordination with affected park providers.

One of the guiding principles of the Basalt Creek Concept Plan is to protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas and trails in the planning area into existing regional networks.

The planning area provides an interesting opportunity for different types of parks, given the variety of uses and the extensive Basalt Creek Canyon natural area: active and passive neighborhood parks, pocket parks, and even perhaps a large community or regional facility. It also provides opportunities for jogging, hiking, or other outdoor recreation by area employees and nearby residents.

Locating parks near schools, natural areas or other public facilities is preferable, especially when it provides an opportunity for shared use facilities. As in any park development, the acquisition is best done in advance of annexation and extension of services, with development of the parks occurring as the need arises. Cities will determine and adopt funding methods for acquisition, capital and operating costs for parklands in the Basalt Creek Area, including the use of their current SDCs for parks.

Both Cities are currently going through a Park and Recreation Master Plan update. This update has considered the Basalt Creek area in the types of services and facilities that will be needed to serve residents and business in this area. See subsection *Parks and Open Space* under section *Civic Uses* beginning on page 41 of the plan document.

The Basalt Creek Concept Plan does not quantify the specific need or locations for civic uses such as libraries, parks and elementary schools within the planning area, but a minimum park space of a 15 to 20-acre Neighborhood Park in Tualatin is needed to serve residents and businesses in the planning area. The facilities for provision of parks will be determined and funded as development occurs in the area and will be based on level of service standards for the subsequent population expansion. However, during scenario planning, assumptions were built into the model for the size and capacity of residential development types to serve as a guide. The development scenarios assumed school districts, Cities, and other service providers would use their site selection and land acquisition processes to acquire the land needed for these facilities.

A discussion of Scenario Planning is located in the section *Scenario Testing and Concept Plan Development* on page 13 of the plan document.

The Basalt Creek Concept Plan also identifies opportunities for bike and pedestrian connections in conjunction with the planned development pattern. Additional bike/pedestrian facilities will be integrated into new and updated road projects in accordance with State, County and City standards, respectively, and opportunities for additional active transportation connects are identified in the Concept Plan (e.g. across the future Basalt Creek Parkway, to the Ice Age Tonquin Trail, and potentially, along the western edge of the Basalt Creek Canyon). Map is included under Bicycle and Pedestrian Framework (Figure 10). A discussion of the *Bicycle and Pedestrian Framework* begins on page 36 of the plan document.

The Basalt Creek Concept Plan fulfills C(6).

C(7) A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan.

Major new roads and improvements will be constructed as laid out in the 2013 Basalt Creek Transportation Refinement Plan (TRP) for the area, which is also coordinated with the Metro Regional Transportation Plan and integrated into the Concept Plan's Roadway Framework map. Basalt Creek Parkway, currently under construction, will be a major east-west arterial, with limited access, creating a new connection between I-5 and 99W and the employment areas in the South County Industrial Area. Further roadway improvements—such as adding capacity to north-south collectors, widening Day Road, and two additional I-5 crossings at Day and Greenhill—will be needed to handle future traffic levels as the area is built out. Local roads connecting to this network will be planned and built by property owners as the area develops. See the *Transportation* section beginning on page 32 of the plan document for more discussion.

Each City will amend TSPs to accommodate the future transportation system outlined in the Basalt Creek Transportation Refinement Plan and described in the Basalt Creek Concept Plan, see Figure 9 on page 35.

The Basalt Creek Concept Plan fulfills C(7).

C(8) Provision for the financing of local and state public facilities and services; and 3.07 - 61 (Updated on 01/06/16).

Prior to annexation into a city of any of the land in the planning area, a cooperative funding strategy needs to be agreed upon between the City of Wilsonville, the City of Tualatin, and Washington County in order to build out the transportation network as set forth in the 2013 Basalt Creek TRP. The Concept Plan acknowledges this, and it will be a component of the amended UPAs. See *Key Transportation Solutions* on page 32 of the plan document.

The Cities acknowledge that significant improvements will be needed to the existing and future transportation network in the Basalt Creek Concept Plan area. To achieve the vision established by the Cities and Washington County in the 2013 Basalt Creek (TRP), Tualatin and Wilsonville will coordinate with Washington County to prioritize projects and identify funding strategies. The Cities acknowledge that success of the Basalt Creek Concept Plan area depends on being served by an adequate transportation system as identified in the TRP.

Sewer and water infrastructure systems can be financed in several ways. Typically, the developer is expected to finance the extension of services and each City has a method of reimbursing the developer for installing infrastructure when other development hooks in if they choose to elect this option. Each City may decide to participate in financing, for example, by providing for the formation of a Local Improvement District or another type of funding mechanism. See section *Implementation and Phasing Strategy* beginning on page 52 of the plan document for a discussion of financing options.

Public stormwater systems are typically accommodated for in the public right-of-way and costs are included with a road project or other right-of-way development. Stormwater systems outside of the public right-of-way are assumed to be part of private development costs and are not estimated as a part of this plan. See section *Stormwater Drainage* on page 51 of the plan document.

The Basalt Creek Concept Plan fulfills C(8).

C(9) A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

The Basalt Creek Concept Plan includes considerations to maintain the integrity of the transportation network in this employment area. The Basalt Creek Concept Plan

includes land uses designed to result in trips consistent with those modeled and used to establish the Basalt Creek TRP. Thus, local trip generation should not exceed capacity and thus, maintain the integrity of the network outlined in the TRP. The Cities will also work cooperatively to evaluate future regional transportation projects and decisions, beyond those identified in the TRP, which could direct additional traffic to the Basalt Creek Concept Plan Area. These projects will be evaluated to ensure that system capacity and adequate regional funding is available for needed improvements to mitigate additional regional traffic. See Basalt Creek Concept Plan Transportation Technical Analysis and Solutions Memo (Appendix G) Table 2: Network Alternative Intersection Operations (2035 PM Peak Hour).

The Basalt Creek Concept Plan fulfills C(9).

D. The County or City responsible for comprehensive planning of an area shall submit to Metro a determination of the residential capacity of any area zoned to allow dwelling units, using a method consistent with a Goal 14 analysis, within 30 days after adoption of new land use regulations for the area.

The land use scenarios developed through the Concept Plan provided dwelling unit projections; residential zoning and capacity analysis will occur as part of each City's adoption of comprehensive plan amendments. These were submitted to Metro and Metro approved the findings.

The Basalt Creek Concept Plan fulfills D.

3.07.1130 Interim Protection of Areas Added to the UGB.

The Basalt Creek Concept Plan is consistent with Metro Code 3.07.1130(C). This provision requires, the City or County responsible for planning the area added to the UGB to not adopt or approve: “[a] land division or partition that would result in creation of a lot or parcel less than 20 acres in size, except for public facilities and services as defined in section 3.07.1010 of this chapter, or for a new public school.”

When the land was added to the UGB, Washington County designated the land as FD-20 (Future Development 20 Acres) which is their “holding” zone. See Appendix A Existing Conditions Report, page 10 for a discussion on the current zoning of the area. As a result, the area added to the UGB complies with Metro Code 3.07.1130.



City of Tualatin

Attachment E:

Joint Council Meetings and Minutes





**JOINT WILSONVILLE CITY COUNCIL
AND
TUALATIN CITY COUNCIL MEETING**



**BASALT CREEK CONCEPT PLAN
MEETING NOTICE AND AGENDA**

**DECEMBER 16, 2015
6 P.M.**

**CITY HALL
29799 SW TOWN CENTER LOOP
WILSONVILLE, OREGON**

The Wilsonville City Council will meet with the City of Tualatin City Council on Wednesday, December 16, 2015 starting at 6 p.m. The meeting is open to the public.

The purpose of the joint meeting is to:

1. Hear about the continued Basalt Creek Planning efforts.
2. Provide direction on the latest boundary option and functional elements of the Basalt Creek Concept Plan.

6:00 P.M.	CALL TO ORDER (Mayor Knapp, Mayor Ogden)	[10 min.]
6:10 P.M.	WELCOME & INTRODUCTIONS (Councils)	[5 min.]
6:15 P.M.	PRESENTATION (Fregonese)	[15 min.]
6:30 P.M.	DISCUSSION (Fregonese, Councils) A. Preferred Boundary Option B. Concept Plan Functional Elements & Essential Agreements	[75 min.]
7:45 P.M.	SUMMARY & NEXT STEPS (Fregonese)	[15 min.]



JOINT CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 16, 2015	Subject: Basalt Creek Concept Plan Staff Members: Miranda Bateschell, Wilsonville Cindy Hahn & Aquilla Hurd-Ravich, Tualatin
Action Required	Advisory Board/Commission Recommendation
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:
Staff Recommendation: Staff recommends the City Councils provide direction to staff on a jurisdictional boundary and essential agreements for functional elements of the Basalt Creek Concept Plan.	
Recommended Language for Motion: N/A	
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>	
<input checked="" type="checkbox"/> Council Goals/Priorities Basalt Creek Concept Plan	<input type="checkbox"/> Adopted Master Plan(s)
<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Staff will provide Council with an update on the Basalt Creek Concept Plan and seek direction on next steps for the project.

EXECUTIVE SUMMARY:

At the Joint Council meeting, the project team will briefly summarize all land use and boundary options considered to date (presentation included as Attachment A). The Joint Councils will then be asked to discuss priorities for the planning area, agreed upon elements of the plan, and remaining issues needing resolution in the Concept Plan. Staff seeks direction on a boundary option to present as a preferred alternative for public input and what essential agreements need to

be part of the functional elements of the Concept Plan (such as land uses, transportation, stormwater, etc.). If a preferred alternative is not reached at the December Joint Council meeting, staff seeks direction on next steps and a list of expectations toward achieving that goal.

BACKGROUND:

The Basalt Creek Concept Plan will establish a vision and jurisdictional boundary for the 847 acres between the cities of Wilsonville and Tualatin. At the Wilsonville-Tualatin Joint Council meeting in June, the project team presented two boundary and land use alternatives (Boundary Options 1 and 2) to the base-case scenario (originally presented December 2014). The Joint Council directed staff to develop a third alternative addressing interests and concerns discussed at the meeting. Staff developed Boundary Option 3 as a response to the Joint Council input and presented this option at individual work sessions in August. The Tualatin City Council expressed concerns about the limited employment land opportunities for the City of Tualatin and directed city staff to prepare information for a Boundary Option 4, which would follow Tonquin Road west of the Basalt Creek Canyon area. In total, five boundary options have been developed during the planning process (Attachment B).

The land use scenario in all options is conceived to complement existing development patterns in both cities, have robust and efficient infrastructure systems that are not cost prohibitive and generally, development “pays its way.” Performance indicators were generated using Envision Tomorrow modeling software to evaluate the Boundary Options and a summary is included as Attachment C.

POTENTIAL IMPACT or BENEFIT TO THE COMMUNITY:

The Basalt Creek area is important for the long-term growth of Tualatin, Wilsonville, and the Metro region. Conducting a thorough and thoughtful planning process will identify and resolve each city’s vision for the area and potential impacts on the community. The Basalt Creek area presents an opportunity to maximize assessed property value, integrate jobs and housing, develop efficient transportation and utility systems, create an attractive residential and business community, incorporate natural resource areas, and provide recreational opportunities as community amenities and assets.

EXPECTED RESULTS:

At the Joint Council meeting, the project team is seeking direction on a preferred jurisdictional boundary and essential agreements that will be part of the Basalt Creek Concept Plan.

TIMELINE:

The Joint Council meeting on December 16, 2015, will be the fourth Wilsonville and Tualatin Joint Council Meeting for the Basalt Creek Concept Plan. Based on the discussion and guidance received at the upcoming Joint Council meeting, the project team will refine a preferred land use alternative for the Basalt Creek Concept Plan. That preferred alternative will be presented at a Public Open House and drafting of the Concept Plan will begin with expected completion in 2016.

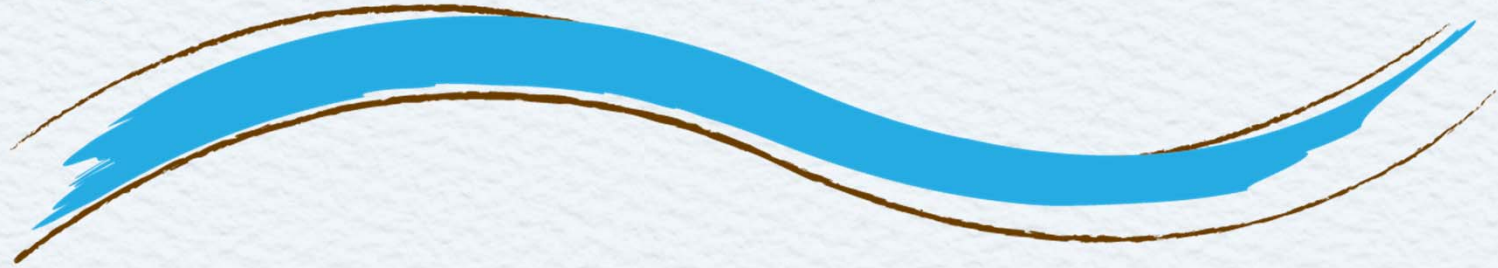
COMMUNITY INVOLVEMENT PROCESS:

The project includes participation from affected residents, businesses, and property owners. Citizens will be asked to share ideas about the preferred land use alternative at a Public Open House. Additionally, the website is updated to reflect the most recent work and staff sends out monthly updates to an interested parties list and property owners via email and U.S. postal mail.

ATTACHMENTS:

- A. December 16, 2015 Joint Council Presentation
- B. Basalt Creek Plan Area Boundary Options
- C. Performance Indicators Summary for all Boundary Options

Basalt Creek
concept Plan



Boundary Options

Tualatin and Wilsonville Joint City Council Meeting

December 16, 2015

Attachment A

What is the Purpose of Tonight's Meeting?

- Discuss priorities for each City
- Discuss alternatives for achieving those goals
- Agree on a preferred boundary option

Agenda for Tonight:

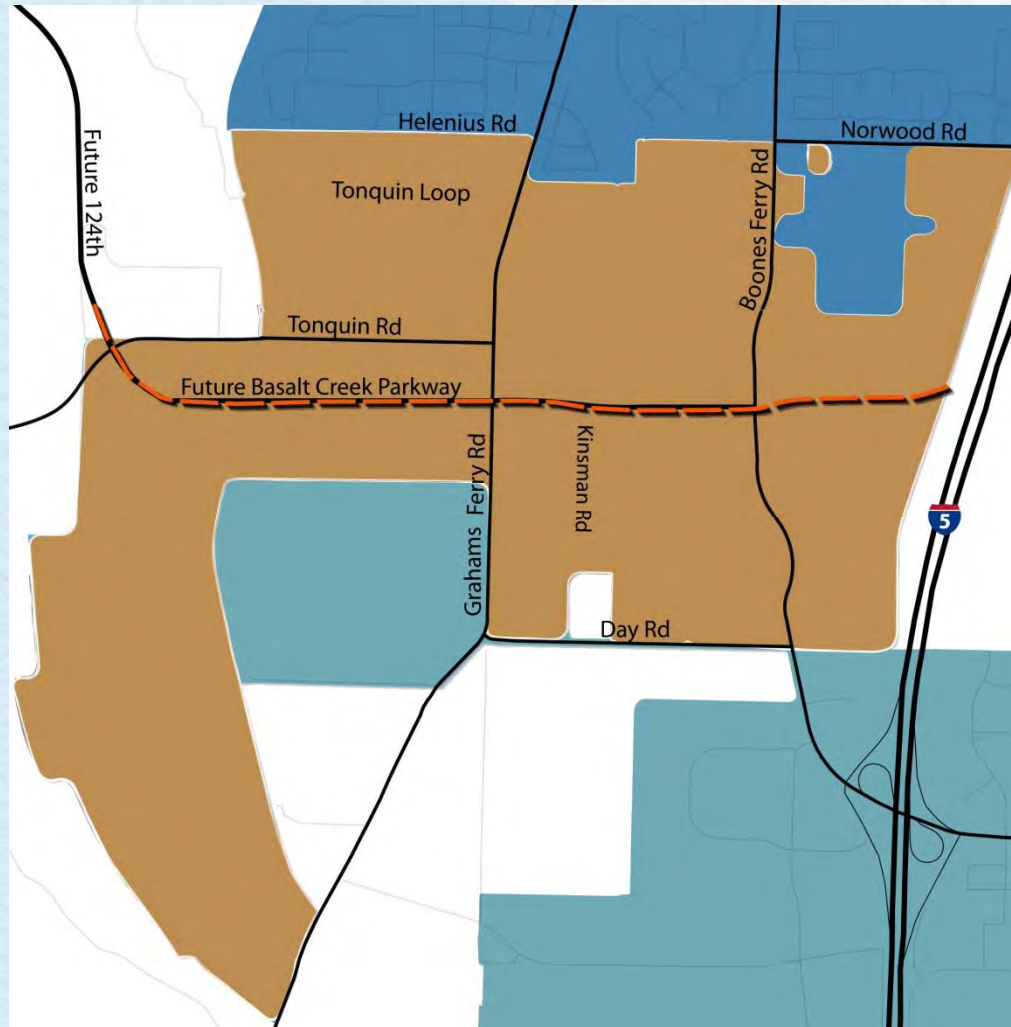
- Review boundary options evaluated to date
- Facilitated discussion
- Identify next steps

Where Have We Been?

- Land Suitability
- Guiding Principles
- Base Case
- Utility Design
- Evaluations
- 4 Options Plus Base Case Studied

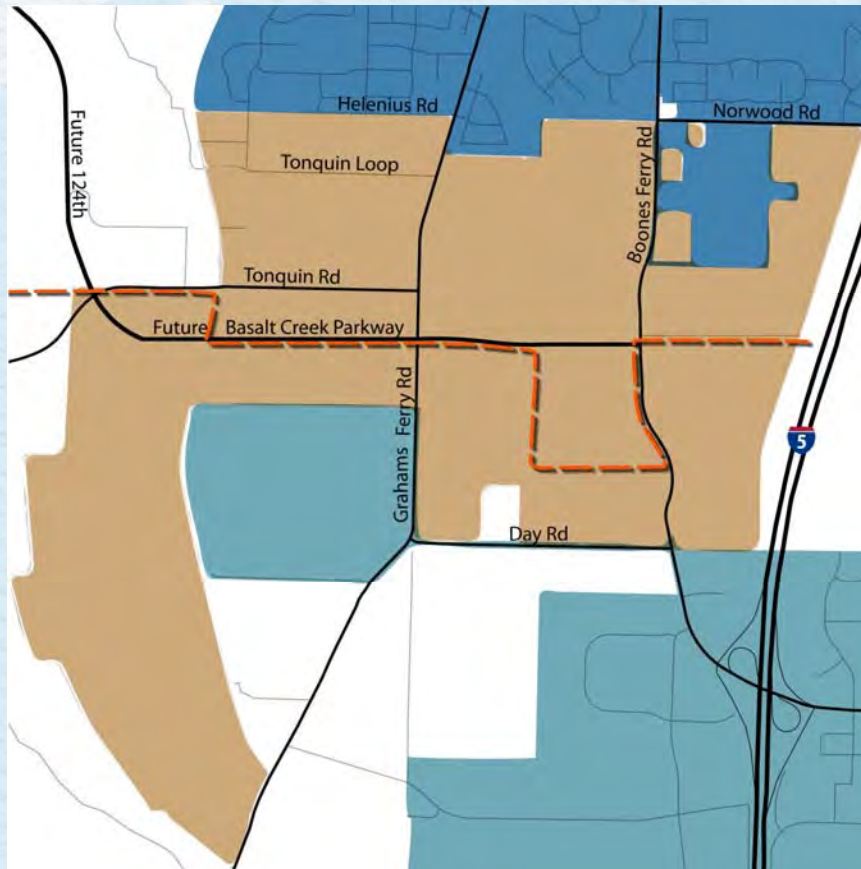
Base Case Boundary Option

December 2, 2014 Joint Council Meeting

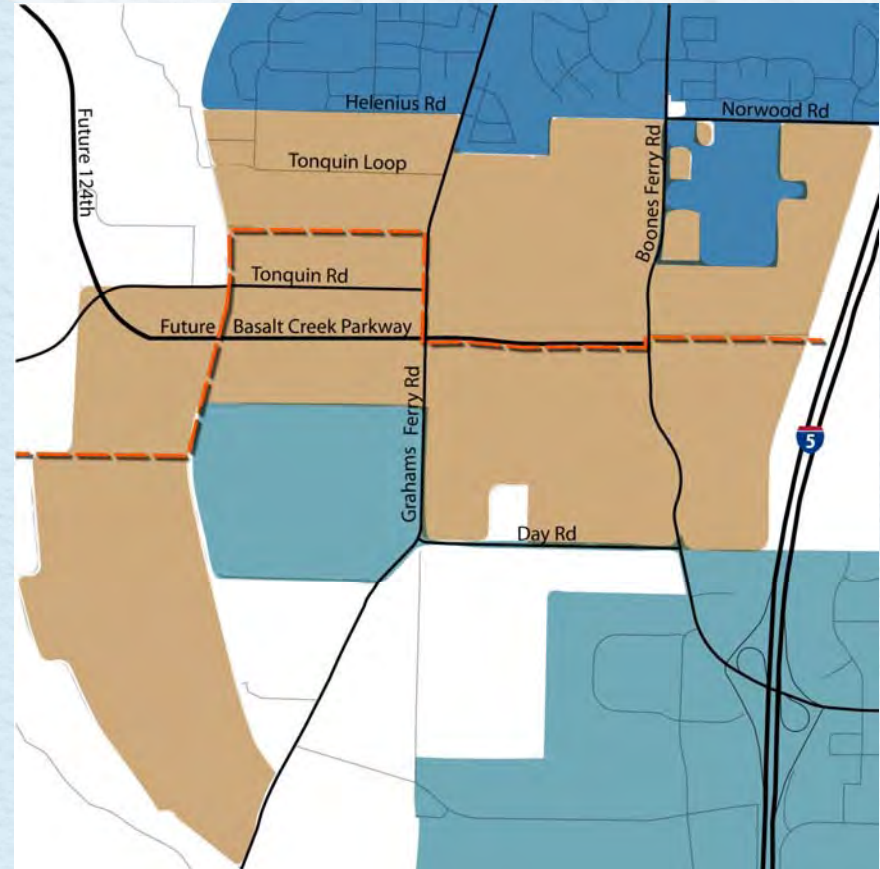


Boundary Options 1 and 2

June 17, 2015 Joint Council Meeting



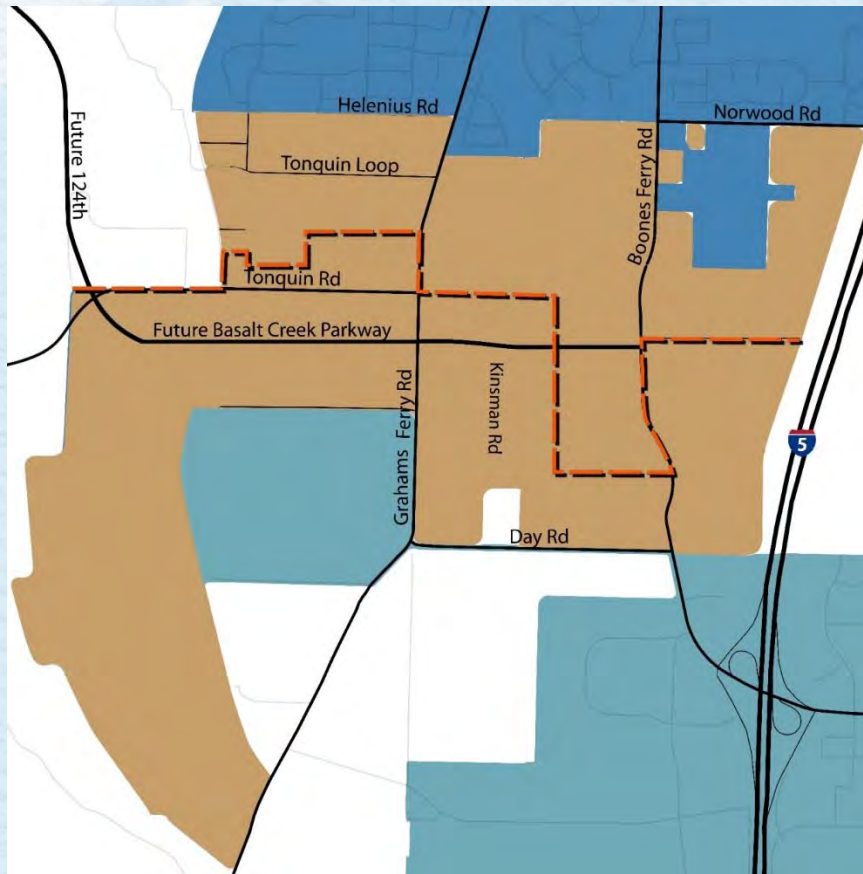
Boundary Option 1



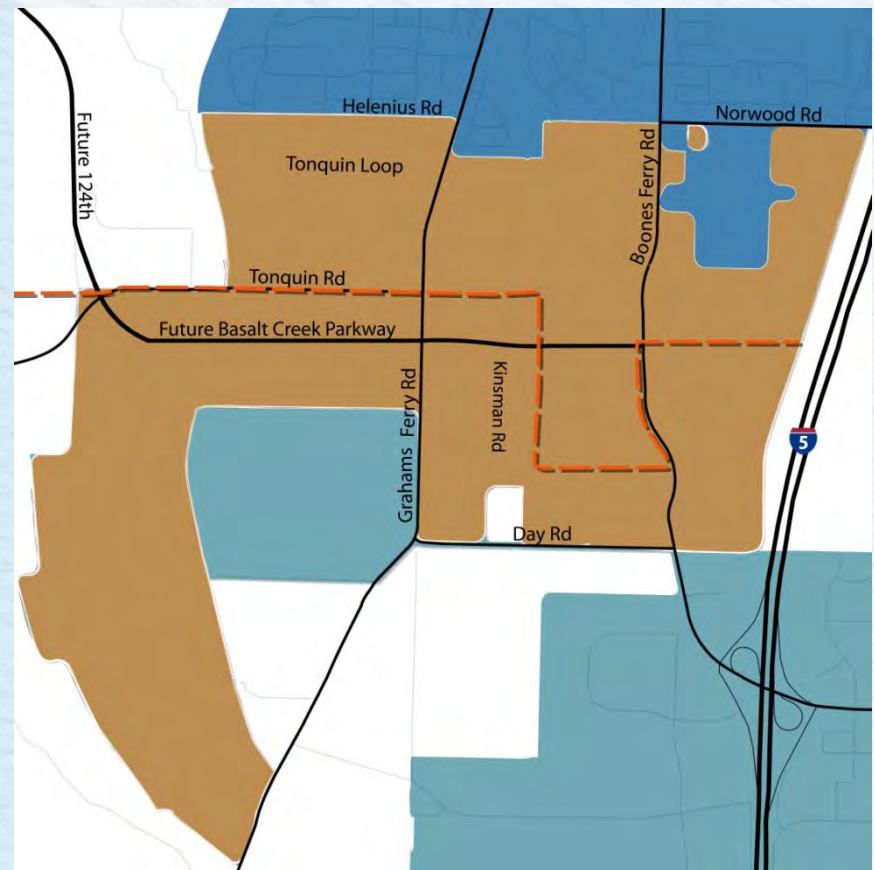
Boundary Option 2

Boundary Options 3 and 4

August 2015 Individual Work Sessions



Boundary Option 3



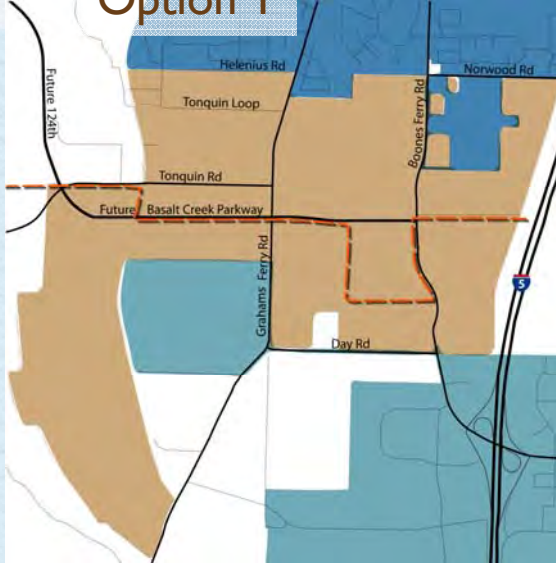
Boundary Option 4

Boundary Options

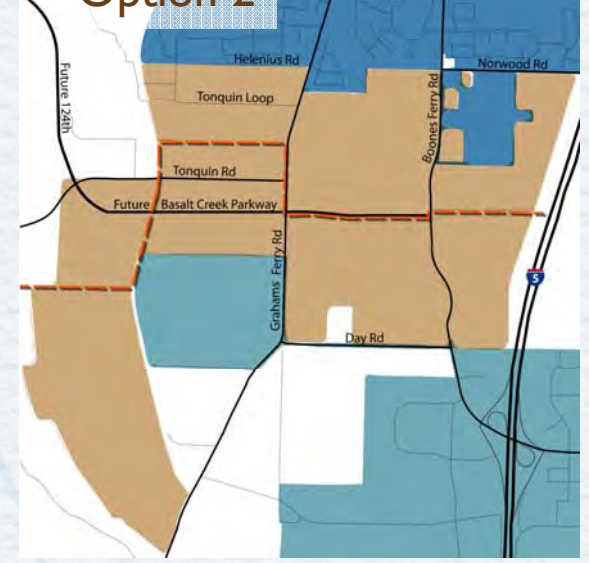
Base Case



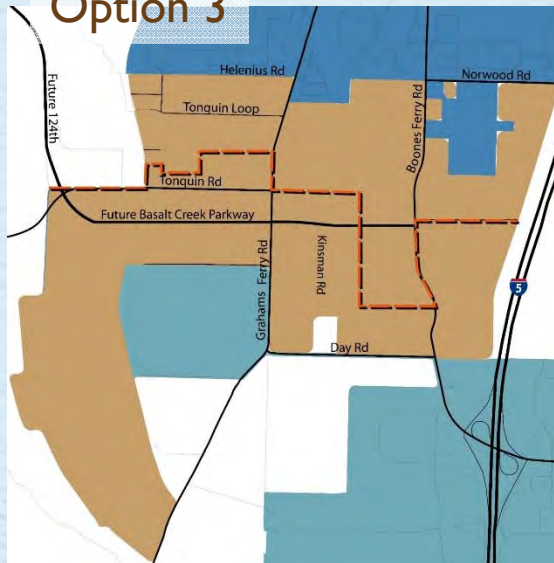
Option 1



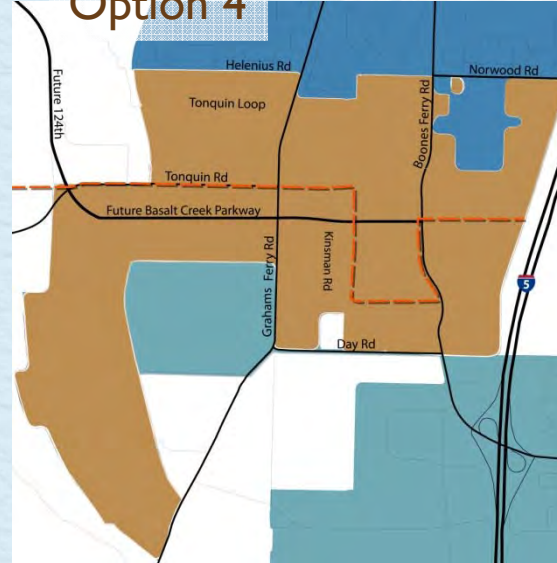
Option 2



Option 3



Option 4



How Do We Move Forward?

- Focus on project deliverables
- Look at what has been decided (no longer controversial)
- Look at what remains to be decided (remaining items of controversy)
- Lay out a process to reach consensus and finalize project

Project Deliverables/Next Steps

- Concept Plan (summary of planning process)
- Title 11 memo (findings to comply with Metro's Regional Framework Plan)
- Draft Comprehensive Plan Amendment for Wilsonville
- Draft Comprehensive Plan Amendment for Tualatin
- Amendments are processed by individual Cities independently, with coordination

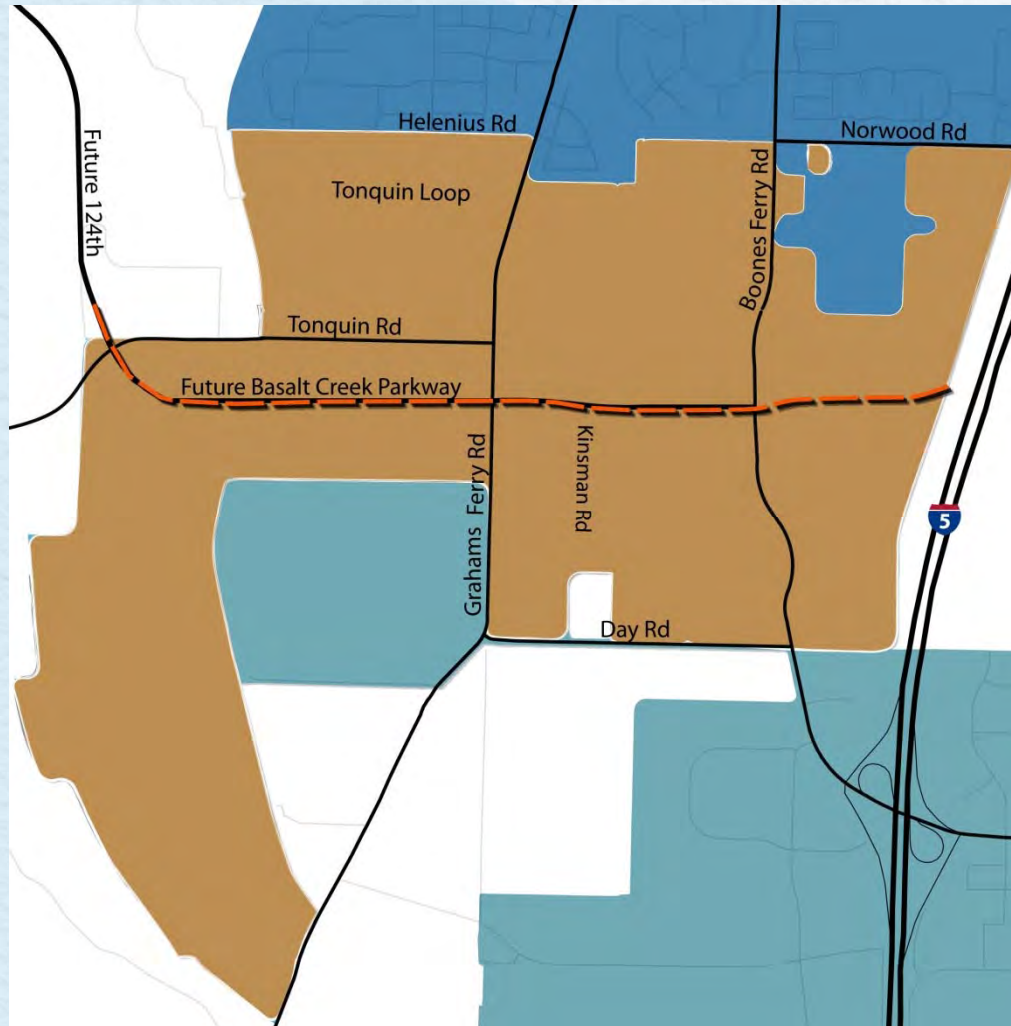
Contents of the Concept Plan

- Process documentation
- Land Use Plan
- Services Plan
- Transportation plan
- Implementation Strategies
 - Agreements between Cities
 - Metro Title 11
 - Urban Planning Area Agreements with Washington County
 - Other Agreements

Joint Proposal

1. Proposed Boundary
2. Essential Agreements

Proposed Boundary



Essential Agreements

- Land Use Plan
- Transportation Financing
- Sanitary Sewer
- Stormwater Management
- Transit
- Basalt Creek Canyon

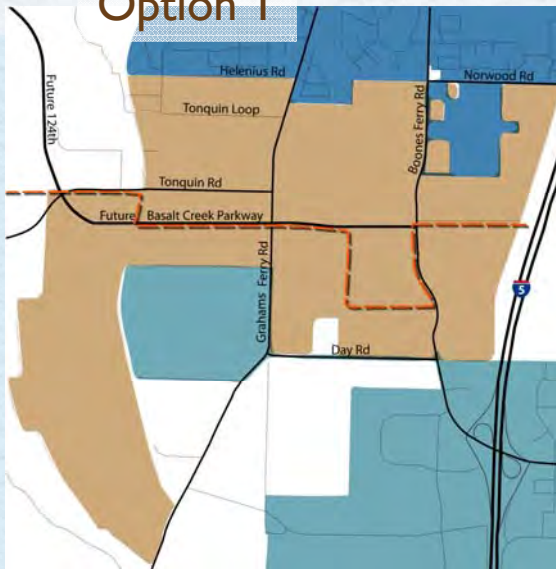
Discussion

Boundary Options

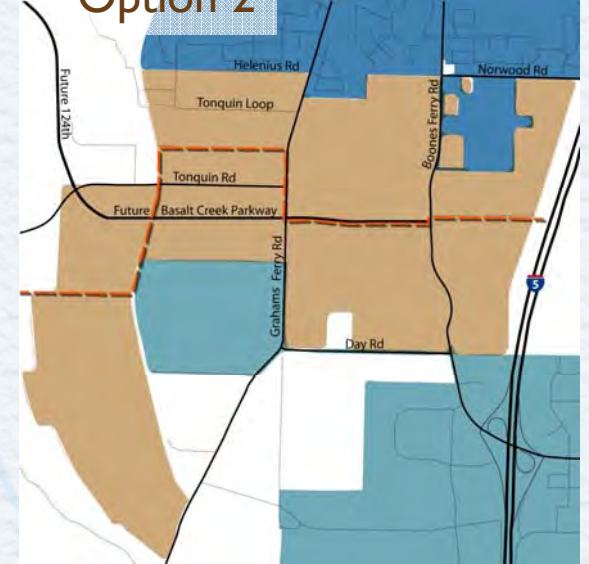
Base Case



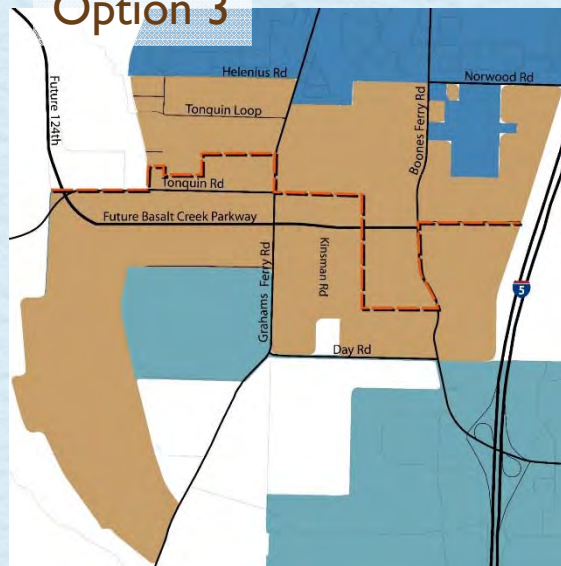
Option 1



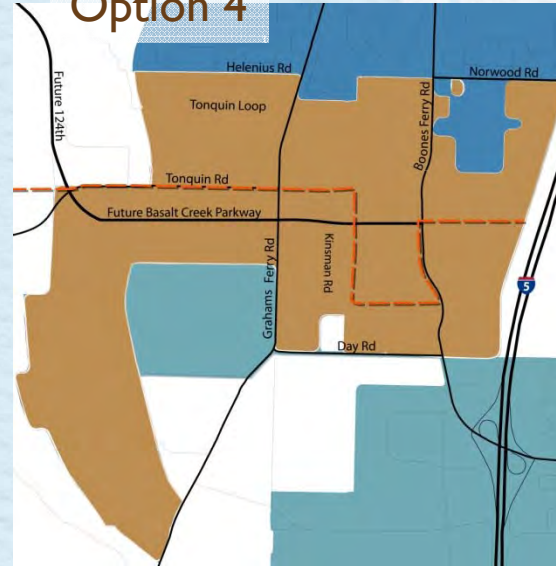
Option 2



Option 3



Option 4



Attachment B



Performance Indicators Summary for all Boundary Options

COMPARISON BY BOUNDARY OPTION

INDICATORS	BASE CASE			OPTION 1			OPTION 2			OPTION 3			OPTION 4		
	Tualatin Base Case	Wilsonville Base Case	Total Base Case	Tualatin Option 1	Wilsonville Option 1	Total Option 1	Tualatin Option 2	Wilsonville Option 2	Total Option 2	Tualatin Option 3	Wilsonville Option 3	Total Option 3	Tualatin Option 4	Wilsonville Option 4	Total Option 4
Developable Acres	194 ac	137 ac	331 ac	201 ac	190 ac	391 ac	155 ac	236 ac	391 ac	144 ac	188 ac	332 ac	168 ac	163 ac	331 ac
WRR & BCC Acres*	10 ac	6 ac	16 ac	10 ac	63 ac	73 ac	12 ac	61 ac	73 ac	13 ac	3 ac	16 ac	13 ac	3 ac	16 ac
Unconstrained Dev. Acres	184 ac	131 ac	315 ac	191 ac	127 ac	318 ac	143 ac	175 ac	318 ac	131 ac	185 ac	316 ac	155 ac	160 ac	315 ac
Households	640	6	646	906	36	942	755	75	830	800	80	880	647	37	683
Jobs	2,281	2,064	4,345	1,600	2,000	3,600	1,000	2,800	3,800	400	2,900	3,300	1,576	2,475	4,051
Trips (TRP trip cap = 1,989)	1,274	781	2,055	1,137	777	1,914	832	1,132	1,964	664	1,178	1,842	1,008	967	1,975
Assessed Value	not available	not available	not available	\$483 M	\$305 M	\$788 M	\$371 M	\$423 M	\$794 M	\$338 M	\$420 M	\$758 M	not available	not available	not available

COMPARISON BY JURISDICTION (same data)

INDICATORS	TUALATIN					WILSONVILLE					COMBINED BASALT CREEK AREA				
	Tualatin Base Case	Tualatin Option 1	Tualatin Option 2	Tualatin Option 3	Tualatin Option 4	Wilsonville Base Case	Wilsonville Option 1	Wilsonville Option 2	Wilsonville Option 3	Wilsonville Option 4	Total Base Case	Total Option 1	Total Option 2	Total Option 3	Total Option 4
Developable Acres	194 ac	201 ac	155 ac	144 ac	168 ac	137 ac	190 ac	236 ac	188 ac	163 ac	331 ac	391 ac	391 ac	332 ac	331 ac
WRR & BCC Acres*	10 ac	10 ac	12 ac	13 ac	13 ac	6 ac	63 ac	61 ac	3 ac	3 ac	16 ac	73 ac	73 ac	16 ac	16 ac
Unconstrained Dev. Acres	184 ac	191 ac	143 ac	131 ac	155 ac	131 ac	127 ac	175 ac	185 ac	160 ac	315 ac	318 ac	318 ac	316 ac	315 ac
Households	640	906	755	800	647	6	36	75	80	37	646	942	830	880	683
Jobs	2,281	1,600	1,000	400	1,576	2,064	2,000	2,800	2,900	2,475	4,345	3,600	3,800	3,300	4,051
Trips (TRP trip cap = 1,989)	1,274	1,137	832	664	1,008	781	777	1,132	1,178	967	2,055	1,914	1,964	1,842	1,975
Assessed Value	not available	\$483 M	\$371 M	\$338 M	not available	not available	\$305 M	\$423 M	\$420 M	not available	not available	\$788 M	\$794 M	\$758 M	not available

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

The Wilsonville City Council met with the City of Tualatin City Council on Wednesday, December 16, 2015 starting at 6 p.m. at the Wilsonville City Hall.

Wilsonville City Council members present:

Mayor Knapp
Council President Starr
Councilor Fitzgerald
Councilor Stevens
Councilor Lehan

Wilsonville Staff present:

Bryan Cosgrove, City Manager	Nancy Kraushaar, Community Development Director
Jeanna Troha, Assistant City Manager	Miranda Bateschell, Long Range Planner
Barbara Jacobson, City Attorney	Steve Adams, Engineering Manager
Mike Kohlhoff, Special Projects Attorney	Susan Cole, Finance Director
Sandra King, City Recorder	

City Councilors from the City of Tualatin included:

Lou Ogden, Mayor
Monique Beikman, Council President
Wade Brooksby, Councilor
Frank Bubenik, Councilor
Joelle Davis, Councilor
Nancy Grimes, Councilor
Ed Truax, Councilor

Staff representing Tualatin:

Sherilyn Lombos, City Manager	Cindy Hahn, Associate Planner
Alice Cannon, Assistant City Manager	Jeff Fuchs, City Engineer
Colin Cortes, Assistant Planner	

Consultants involved in the work effort:

Jon Fregonese, President, Fregonese Associates
Andy Cotugno, Metro Planning Director

The purpose of the joint meeting is to:

1. Hear about the continued Basalt Creek Planning efforts.
2. Provide direction on the latest boundary option and functional elements of the Basalt Creek Concept Plan.

CALL TO ORDER

Mayor Knapp called the joint Council meeting to order at 6:05 p.m. Roll call was completed via self-introductions.

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

PRESENTATION (Fregonese)

John Fregonese commented the purpose of the meeting was to review the boundary option evaluations since the cities were at the point where agreement on the boundary was critical, and to review the next steps. Over the past two years work has been done to evaluate land suitability, guiding principles, a number of scenarios were considered and many issues worked out to where he was confident about the ability to move forward.

Mr. Fregonese identified the base case and four boundary options that had been considered, analyzed, and evaluated. Through that evaluation process service provisions and transportation issues have been worked out. The project was at the point where a decision had to be made on the boundary to move ahead in the process.

Andy Cotugno discussed the history of Basalt Creek and the regional significance of the area. Thirty years ago discussion began about the possibility of an I-5/99W connector, which led to talk about building a “western bypass” freeway to Hillsboro. Although the western bypass was not built, the I-5/99W connector idea remains on the table. When Metro added land to the UGB, one of the conditions was to figure out where that road was to be located and not to allow urbanization in this area until the location of this road was identified to insure the possibility of the connector was not precluded because of urbanization.

That led to the examination of the I-5/99W connector with the proposal on the table at the time for a freeway connection; however, it was concluded this was not the best idea for organization of the land in Tualatin and Wilsonville and Sherwood. Rather, an arterial based approach would be a better option. This arterial based approach was included in the regional plan although the location of the road was not identified. The process with Basalt Creek presented a good solution for the transportation system plan for the area while recognizing future extensions to the west and east may be possible.

When the area was added to the UGB Metro was looking for additional job lands, but heard concerns about neighborhoods from Tualatin and the incompatible development being alongside Tualatin’s boarder. The challenge is to determine land uses while recognizing what is already built and taking into consideration the natural features and neighborhood conflict areas.

Mr. Fregonese stated it was important to understand how significant the barrier Basalt Creek Parkway will be.

Mayor Knapp added staff felt the elected officials needed to understand the Parkway concept better, what is it going to look like and how it will interface with the surrounding properties and how it will affect the flow of traffic and industry in that vicinity.

Miranda Bateschell, Long Range Planning Manager, explained staff had met with Washington County about what the Parkway would look like, and in particular the elevation changes and the profile of the Parkway. Ms. Bateschell described the elevation changes from the western edge to Grahams Ferry for the phase one design plan.

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

Mayor Knapp commented it was clear that the Parkway is a significant physical feature that will frame interaction. Three intersections were planned for the parkway: Tonquin Road, Grahams Ferry and eventually at Boones Ferry. He noted no driveways will be coming onto the Parkway; all driveways will be oriented to the north on Tonquin, and on the south Clay Street. Grahams Ferry Road will become a significant route with industry facing onto Grahams Ferry. When the Transportation Refinement Plan was being addressed one of the things discussed was the need to be sure the existing transportation facilities on the ground are capable of accepting the impact of the traffic that will be on the Parkway and he felt it was critical that it is developed in a way that enables the area to be successful.

The Mayor referred to the handout titled “Basalt Creek Development – Considerations for Success” which listed nine elements. He noted the Mayors and Council Presidents of both cities along with staff from both cities, met and talked about the nine items listed on the handout as matters that needed to be kept in mind if the area is to be successful economically and meet the needs of the region. The Considerations for Success talks about some of the things that need to happen for the area to be a success.

Mayor Knapp addressed the nine items:

1. Sewer – each city serve its own area, as much as possible. This will help each city operate independently, without needing to coordinate on each development in their jurisdictional part of Basalt.
2. Stormwater – all flows received by Wilsonville to be guided by Wilsonville protocols and design standards. Wilsonville must meet the standards for discharge under the Wilsonville permits.
3. Recognize Regional need for industrial lands drove the Basalt designation in 2004. Consider Regional all Title 4 designations on the Basalt lands best suited and concept planned for industrial in both cities. Assurance of consistent follow through on industrial/employment development in both cities will be of joint benefit, and help such development to be successful.
4. Recognize the critical need for receiving roadways to be improved BEFORE the Parkway sends transportation load onto them. Invest SDC’s, TDT (transportation development tax), and potential supplemental SDCs generated by Basalt development in both cities, INTO Basalt improvements. (Past Washington County precedent has been to spend 75% of such supplemental SDC’s and TDT in the originating area.)

Mayor Knapp would like to see 100% of the SDC’s and TDT funds go to the transportation improvement in Basalt Creek, and for both cities to agree to that.

5. Recognize that the transportation improvements agreed to and planned (in the Basalt Creek Transportation Refinement Plan) are based on projected loads from the identified system. Any substantial additional traffic loads from external locations will likely overload the system and cause it to fail. Therefore major re-evaluation and additional system capacity improvements will be necessary in the event the Region decides to direct other traffic through Basalt.

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

6. It is important that both cities respect the trip cap for the area and find a way to preserve each city's share. Additional review of trip caps with land uses should occur moving forward.
7. Recognize the need for both cities to be jointly committed to seeking Regional investment in future I-5 crossings. Those crossings will become critical to allowing industrial/employment growth in Basalt, thereby meeting Regional objectives. Without Regional involvement, the crossings will never get built.
8. Strongly consider not building Kinsman Road north of Day. Constraints on its intersection location with Day, high cost of new construction, and fact it would serve only development on its west side all indicate a poor return for the investment. Invest in Grahams Ferry Road improvements instead, which will serve the same lands.
9. Plan on having a joint city agreement on managing the Natural Area along Basalt Canyon. Development is eventually expected along the west side of the canyon which would then be an appropriate location for a bike/pedestrian trail connecting the cities. Such connection would be an asset to both residents and employees in the area, if thoughtfully planned and connected to "through" trails on both north and south.

Mayor Knapp indicated these nine items were the focus of the discussion that took place a week and a half ago. He felt the participants had a good understanding and agreement on why these considerations were important to the overall project. Mayor Knapp asked Council Presidents Starr and Beikman if they had any comments.

Council President Beikman said that transit was talked about. And that it was in both of the jurisdictions interests to lobby Tri-Met and any other regional provider to provide transit services to the area since it was a significant regional industrial area.

Council President Starr added if the funds the businesses pay to Tri-Met could go to SMART that would make the most sense. He noted number three and number six, and that there was substantial discussion about protecting the integrity of the plan so it would stand from election to election and not be changed to protect the amount of money invested in developing the plan, and that each city would find success in the plan as it is built out. Regarding number six both cities agreed it was vital that both cities find a way the trip cap remains in place so the transportation plan will not fail.

Mayor Ogden echoed Council President Beikman's comments that the ideals presented here are important. For the area to function as planned with respect to the land use and transportation capacity that is likely to be in place, and the ability to serve that area and recognizing the transportation system that Washington County is putting into place that facility is really there to serve the region of Tualatin east, Sherwood, and north Wilsonville. We recognize an arterial with limited access will be moving traffic from Tualatin, and Wilsonville in both directions; however it is not a major arterial that will emulate the I-5/99W connector. To the extent that anything like that is considered in the future it will have to honor the land use and planning that is in place here and we're not going to be providing a corridor for that. By default we are precluding a future for a 99W connector, so all the more important to recognize that the transportation piece has to work there and it cannot be overloaded nor can Basalt Creek Parkway be overloaded. Mayor Ogden supported the ideals.

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Regarding transit Mayor Ogden recognized a system will be needed to serve the area, and serve it “blind” to the user. It should be a transit system that works regardless of the provider, and is efficient from a tax and return standpoint. A detailed discussion would be necessary in the future on transit services.

Mayor Knapp stated Wilsonville reoriented its entire SMART system toward the WES Station and committed to meet every train and promised Wilsonville employers that their employees would be at their place of employment in ten minutes from when the train arrived. Wilsonville is committed to continuing to provide that type of service to the Basalt Creek area employers. Details regarding transit providers will need to be worked out since Tri-Met controls some of that decision. If the two cities speak jointly to Tri-Met there may be a higher possibility of success.

Mayor Ogden responded whatever is the best solution as long as the two cities are in concert with each other there is a better chance of success in dealing with TriMet. That needs to be the motto on whatever we are doing in that area with extraterritorial money. There should be a coordinated effort between the two jurisdictions, to represent the best interests of our citizens. As we lay the foundation for the mutual agreements we lay the underpinnings of how we proceed in the future on the needs in that area.

Mayor Knapp wanted to know if the councilors had questions or comments.

Councilor Truax expressed his pleasure in the nine Considerations of Success, and the willingness for the two adjoining jurisdictions to enter into an agreement dealing with sewer and stormwater was unique. He applauded the participants of the small group meeting, and with the positive tone that runs through this and felt they were close to having the framework.

Councilor Lehan seconded Councilor Truax’s remarks. She thought the small group players distilled out the essential pieces, and while they are not agreed to in detail it clearly states what the cities are intending to do in a general sense, and what the goals are. She was glad to see the commitment, in particular numbers three and six, about the trip caps and the need for the land use piece to follow along. Councilor Lehan pointed out the other partner necessary was the regional government, Metro, to rise to this level of commitment in terms of the trip caps and in terms of the land uses. This whole development grew out of the industrial lands study of 2004, and at that time she recalled Tualatin and Wilsonville were always vying for the most land zoned industrial. Both cities were at 31-32% of land zoned industrial while no other city in the region was close to 30%. Tualatin and Wilsonville lead in terms of industrial percentage and capacity for the size of the cities. What we are looking for besides recognizing that Tualatin and Wilsonville are carrying the region in terms of industrial land, is that regional recognition in terms of trip caps and further industrial and to back up the cities in terms of making this project work.

Councilor Beikman felt funding is limited and it was important for the two cities to work out plans for the SDCs and TDTs and emphasize this area is a regionally significant industrial area and that the regional government needs to recognize that with dollars for the infrastructure so the

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project can function properly. Regarding item number six and the traffic trip cap, the city of Tualatin had no interest in adding additional traffic to areas that are not planned for; it was important to buffer the neighborhoods in Tualatin.

Councilor Davis expressed her disagreement with the location of Basalt Creek Parkway in that it should not cut across the canyon, it is too far north, the boundary will split the neighborhood and the responsibility for caring for and maintaining the canyon. The neighborhood on the Wilsonville side will become an island when Wilsonville has been clear its intent for Basalt Creek is industrial and not residential. Councilor Davis' intent is to maintain the area around the east side of the canyon, and to protect the canyon and insure the neighborhood is saved as a cohesive piece on the Tualatin side.

Councilor Lehan said she would not have chosen the current boundary until she realized the elevation of the Parkway and how access to the Parkway was limited. When a road is between 5-30 feet in the air it becomes a significant barrier.

Mayor Knapp stated because of the physical constraints of the Parkway and because of the need to have development clustered around roads that will serve the nodes of industrialization, overlaid by the physical characteristics of the Parkway have led to the decision that the Parkway location is the most logical jurisdictional boundary line between the two cities. The slide showing the jurisdictional boundary line between the two cities was displayed again.

Mayor Knapp said the direction to staff would incorporate the Considerations for Success, including the addition of number ten which mentions transit service, as drafted the language reads, "Cities will work jointly to secure transit service for business and residents of Basalt Creek through SMART or Tri-Met."

Mr. Cosgrove recommended councilors to state their general support or raise their concerns, and direct staff to bring back a resolution on what they have seen this evening.

Regarding the transit issue Mayor Ogden felt the language should be less specific; rather the language could suggest something that is jurisdictionally blind to the user, cost effective, and has some mutual relationship to both districts.

Mayor Knapp did not want the transit service to be locked into only one possible provider. He understood if Wilsonville expanded its boundary to the Parkway and annexed that area the City would still not have a right to not collect Tri-Met taxes in the new expansion area.

Mayor Ogden did not want to walk away with any conceptions that may come back and be a surprise. For example, the notion of 75% of the SDCs or TDT money going to the district but that will not be enough for transportation and additional financing tools will need to be found. He thought the shortage of transportation funding and the need for transportation should be expressed and that all of the money raised in this area should benefit the area; but placing a number on it tonight may be restrictive.

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Mayor Knapp did not think what was written contradicted that, it recognizes the need and investing those funds generated in the district back into the district is what it says in concept. The other is a footnote regarding the Washington County's past precedent. The Mayor asked each council member to provide their thoughts.

Councilor Bubenik shared some of the concerns raised by Councilor Davis about Basalt Creek being two jurisdictions and the neighborhoods split into two different cities. Other than that he thought the plan was good. Consideration number nine protects the canyon to insure it is maintained. He was in support of moving forward in the process and the Considerations for Success and the boundary proposal.

Councilor Lehan saw the logic in the boundary being Parkway. She was comfortable with the Considerations for Success. Regarding the canyon she was committed to protecting the natural area. The Councilor noted Wilsonville's zoning did not put pressure on property owners to develop any faster than they wanted to. The Elligsen property south of Costco is an example, it is still being farmed and there is no pressure to change its use. She thought the canyon was a beautiful asset and having trails connecting the area to both cities was a good idea. Councilor Lehan supported the boundary.

Councilor Brooksby felt the same as Councilors Davis and Bubenik, he supported the current boundary as chosen reluctantly and thought it should be lower, he is concerned the Parkway could be further south to be more effective. The Councilor agreed that property owners should not be pressured to develop.

Councilor Fitzgerald supported the boundary and thought it was a good plan. She identified number eight as a good element to focus on Grahams Ferry Road rather than Kinsman. She supported the idea of the cities working together for regional transportation money for road improvements. Regarding transit, item number ten, the Councilor hoped an efficient and appealing system is developed that gets people to use it, alleviating congestion.

Councilor Beikman agreed.

Councilor Starr agreed and asked who decided to locate the Parkway where it is.

Mr. Cotugno said Washington County led the process but it was carried out through this joint city planning process.

Councilor Starr confirmed it was a neutral third party (Washington County) that determined where the road went. This is a deviation from where some may have remembered, the west side of the area and north of the Parkway is more land that was added into Tualatin with good industrial potential which is a 'win' recognizing Tualatin was giving up some of the canyon area. Referring to item four, the Councilor wanted 100% because there is never enough money for transportation. He supported the idea of jointly approaching the state and region for funding. Councilor Starr suggested wording item number ten to recognize and support SMART and/or another transportation service; however, in the Wilsonville boundary it would be SMART, and in

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Tualatin we would support what Tualatin wanted to do. He supported the placement of the boundary.

Councilor Truax indicated his support of the boundary. He was in general support of the whole proposal with the understanding that each item of consideration for success will merit a lot of work. Regarding transit, we should take SMART from the Parkway north; Tualatin will work to support servicing the area in the most efficient way, both from a service and economic standpoint.

Councilor Davis agreed with Councilor Truax's transit comments. There were elements of the Considerations for Success she agreed with, the sewer and stormwater pieces, the discussions around the SDCs and TDT is going in the right direction. The Councilor has fundamental disagreements with the project in terms of the canyon, the neighborhood to the east of the canyon and the alignment of the Basalt Creek Parkway.

Councilor Grimes was in general agreement for the proposed boundary. She was concerned about the canyon and the green space and the elevated bridge/roadway cutting across the canyon; however those concerns were mitigated to some degree by the commitments from both councils to protect the green space, which provides protection to the Tualatin neighborhood. The desire for jobs needs to be balanced with the need to protect Tualatin livability. Councilor Grimes appreciated the Considerations for Success and the framework as long as they are not viewed as narrow constraints.

Councilor Stevens would like the decisions to be memorialized quickly so funds will not be wasted should it be decided to do something differently in the future. Items that there is agreement on should be the first to be memorialized, an IGA to protect the canyon as a natural resource between the two cities; likewise the bike/ped pathway. Another element that can be memorialized is the decision not to build Kinsman Road. The Councilor liked the fact that the Parkway will be identified as the boundary between the two communities. She felt the Considerations for Success are close to being goals for success, and the document should be memorialized so that decisions are known in the future.

Mayor Knapp thought the two city managers had received clear direction from their councilors on what direction staff needs to take. He asked Mr. Fregonese how to take the general consensus and what to expect in way of documentation and how to build something that will memorialize the ideas expressed.

Mr. Fregonese explained a concept plan will memorialize these ideas in concept. He will prepare the concept plan for the two cities to adopt. A Title 11 memo to Metro governs the regional aspects of the concept plan. Each city will adopt a comprehensive plan amendment which will have implementation components to it. Agreements between the two cities outlining what each city will be responsible for need to be written. Both cities will have urban planning area agreements with Washington County. He thought both cities would want the area to remain rural and not develop until it has been annexed into each city. Additional agreements with Tri-Met, Clean Water Services may be necessary, and the concept plan will list those. The concept plan will have the foundation for each city to take on and sign the more formal agreement

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starting with the concept plan and IGA between the two cities in terms of where you go from here.

Councilors will see a draft of the concept plan that has all the ideas in one document with a list of how each item will be implemented and be put into force.

Mayor Knapp thought there were a lot of things to be accomplished which falls to each city's staff. He asked if Washington County rules enabled things to happen that we don't want to happen, and how to keep that from happening; do we have control over that.

Mr. Fregonese said each city has an existing Urban Services Agreement with Washington County, and he thought the agreement could be review and a discussion held with the County.

Councilor Truax stated he was willing to have a discussion on the future of Kinsman Road.

Councilor Lehan wanted councilors from both cities to keep in mind I-5 is the life blood arterial for both cities, and nothing we do should cause the interchanges or I-5 to fail.

Mayor Ogden thanked Mayor Knapp for his leadership throughout the process. This was the first time there has been a jurisdictional planning effort addressing the concerns of both cities.

Mayor Knapp felt a good basis was in place for moving forward. He expressed appreciation to the staffs of both cities for their work. While there are concerns, they will try to mitigate those concerns and find the best way to handle them.

Mayor Knapp adjourned the meeting at 7:37 p.m.

Sandra C. King, MMC, City Recorder

ATTEST:

Tim Knapp, Mayor



City of Tualatin

MEETING NOTICE AND AGENDA

JOINT CITY OF TUALATIN AND CITY OF WILSONVILLE COUNCIL WORK SESSION



Basalt Creek Concept Plan Joint Meeting #3

City of Tualatin
Police Training Room
8650 SW Tualatin Road
Tualatin, Oregon 97062

June 17, 2015
6:00 p.m.

Purpose

- Update Tualatin and Wilsonville Councilors on the current status of the project
- Present and review jurisdictional boundary options, land use scenarios, and cost/revenue analysis prepared to-date
- Councilors provide input to inform creation of a preferred alternative

Basalt Creek Concept Plan Project – Joint Work Session Discussion

- A. **CALL TO ORDER** (Mayors, 5 minutes)
- B. **WELCOME AND INTRODUCTIONS** (Councils, 5 minutes)
- C. **PRESENTATIONS** (Consultant Team, 45 minutes)
 1. Purpose of Meeting
 2. Land Use Scenarios
 - a. Planning Process Overview
 - b. Boundary Options
 - c. Evaluation
- D. **SUMMARY AND DISCUSSION** (Councils, 60 minutes)
 1. What boundary option should be included in the preferred alternative?
 2. What land uses should be included in the preferred alternative?
 3. What indicators or criteria are a top priority in creating the preferred alternative?
- E. **NEXT STEPS** (Consultant Team, 5 minutes)

F. **ADJOURNMENT**



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayors and Members of the City Councils

THROUGH: Sherilyn Lombos, City Manager, Tualatin
Brian Crosgrove, City Manager, Wilsonville

FROM: Aquilla Hurd-Ravich, Planning Manager, Tualatin
Alice Cannon, Assistant City Manager, Tualatin
Miranda Bateschell, Long Range Planning Manager, Wilsonville

DATE: 06/17/2015

SUBJECT: Basalt Creek Concept Plan Project – Joint Work Session Discussion

ISSUE BEFORE THE COUNCIL:

The purpose of tonight's meeting is to:

- Update Tualatin and Wilsonville Councils on the current status of the project
- Review and discuss the jurisdictional boundary options
- Review and discuss the land use scenarios
- Review the cost/revenue analysis prepared to date
- Provide input to staff to create a preferred alternative
-

An Agenda is included as Attachment A and tonight's presentation is included as Attachment B.

EXECUTIVE SUMMARY:

Project Update

The Basalt Creek Concept Plan will establish a vision and jurisdictional boundary for the 847 acres between the cities of Wilsonville and Tualatin.

At the Tualatin - Wilsonville Joint City Council meeting in December 2014, the project team presented a base-case infrastructure and land use scenario with an initial jurisdictional boundary along the future east-west connector, Basalt Creek Parkway. Members of the Councils expressed significant concerns regarding the initial design and potential costs for sanitary sewer construction in the planning area and directed staff to re-evaluate the sanitary sewer system.

Staff spent the following months conducting a more detailed sewer alternatives analysis and geotechnical exploration and, at separate City Council work sessions (April 20 in Wilsonville and May 11 in Tualatin), presented three additional sanitary sewer alternatives for consideration. At the work sessions, both City Councils indicated that sanitary sewer service boundaries need not coincide with the jurisdictional boundary and that shared service agreements among Wilsonville, Clean Water Services (CWS) and Tualatin are an acceptable method of providing sewer service to the planning area.

Planning Objectives

At the December Joint Council meeting, members of the Councils also expressed key objectives for the project team to focus on in preparing alternative scenarios:

- Design efficient infrastructure systems (considering both construction and long-term operating and maintenance costs) independent of jurisdictional boundary.

- Examine additional boundary options that do not necessarily follow the future Basalt Creek Parkway alignment.
- Aim for jurisdictional equity when considering the various measures altogether.
- Provide more residential capacity in the northern portion of the planning area for the City of Tualatin.
- Propose creative solutions for transitions from employment to housing.
- Focus on land uses that will create development forms reflective of the two cities.
- Present a scenario designed around an implementable infrastructure plan.

Boundary Options, Land Use Scenarios and Cost/Revenue Analysis

The objectives, as well as the Basalt Creek Guiding Principles and Evaluation Criteria, guided the project team during the scenario analysis and in developing the two land use and boundary options for consideration by the Joint Council. Using Envision Tomorrow (modeling software), the analysis included land use modeling with specific building types from each of the cities and localized fees and SDCs. Once these land uses were modeled, particular indicators were reviewed to evaluate the different scenarios. Although there are clear differences between the two land use scenario boundary options, both provide:

- high-quality employment and housing opportunities,
- innovative and appropriate transition areas between residential and employment uses,
- responsiveness to the real estate market,
- robust and efficient infrastructure systems, and
- development that generally “pays its way”.

In both scenarios, options remain for how sanitary sewer service will be shared in specific portions of the study area. This will be determined in the future in preparation for development and through shared service agreements regardless of the selected boundary option.

Expected Results and Timeline

The project team is seeking direction on a preferred jurisdictional boundary and land uses. With this direction, the project team will work over the summer to refine the boundary and land uses to create a preferred alternative. Staff will return later in the summer to present the preferred alternative, and a public open house will occur in August/September to ask for input.

Attachments: [PowerPoint](#)

Basalt Creek
concept Plan



**Joint Council
Meeting #3**

June 17, 2015

Agenda

I. Introduction

II. The Land Use Scenarios

- Planning Process Overview
- Boundary options
- Evaluation

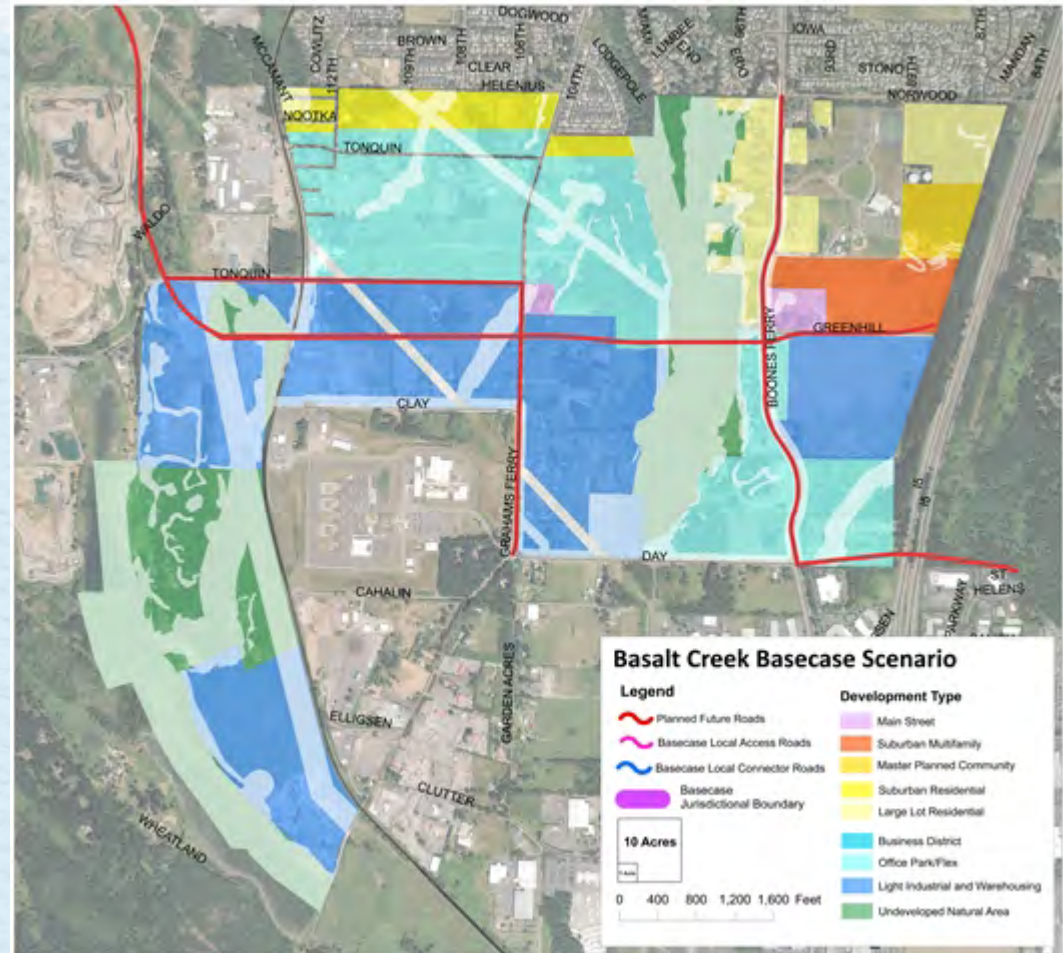
III. Summary and Discussion

Land Use Scenario

Planning Process Overview

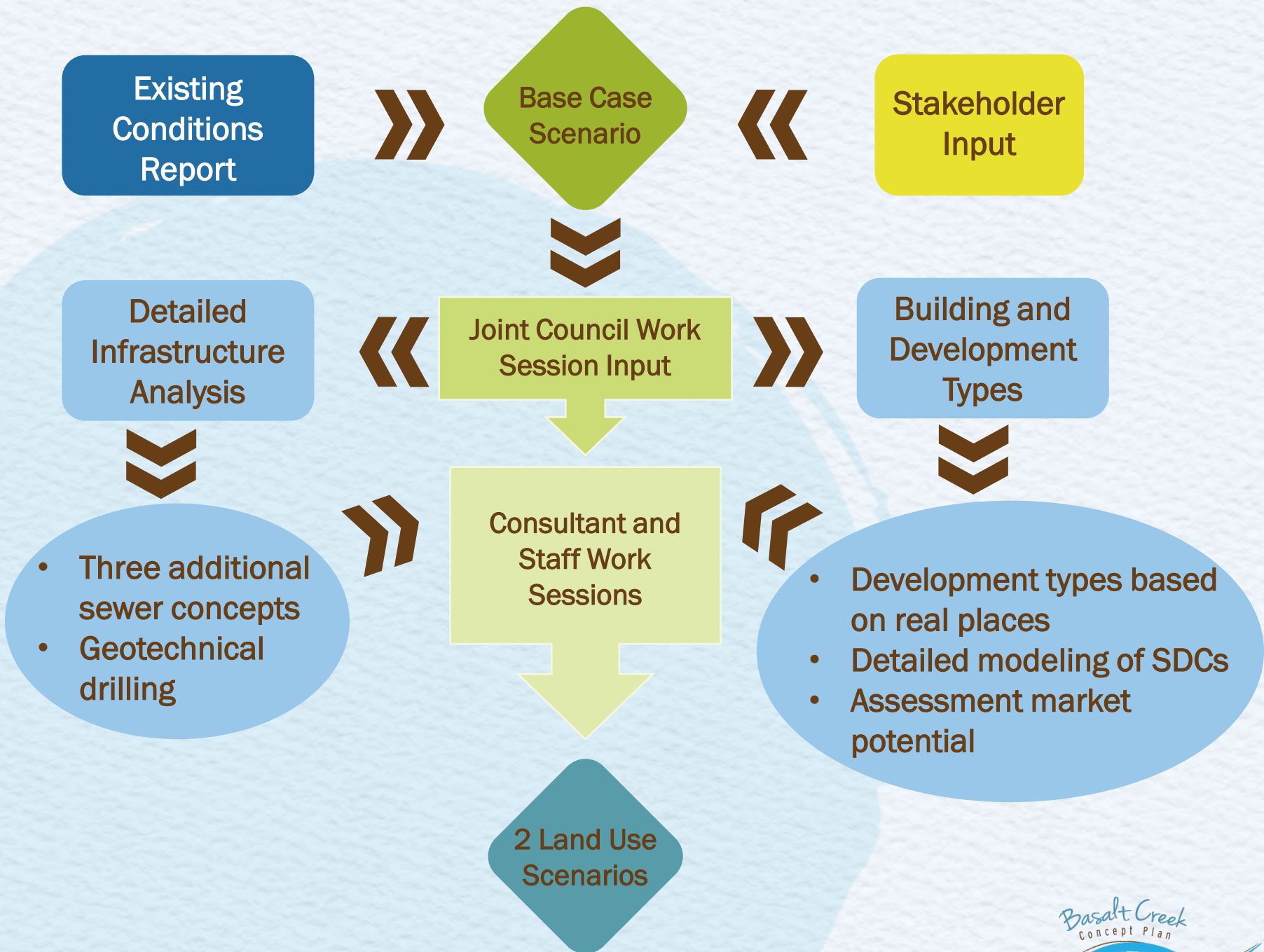
Base Case

- Design principles focused on conventional land uses types
- Started with the regional forecast and adjusted to be more employment focused
 - Understand impacts on the transportation system and trip sideboards
- Develop an initial city boundary, based on Metro ordinance
 - Understand infrastructure cost and service implications



Land Use Scenario Objectives

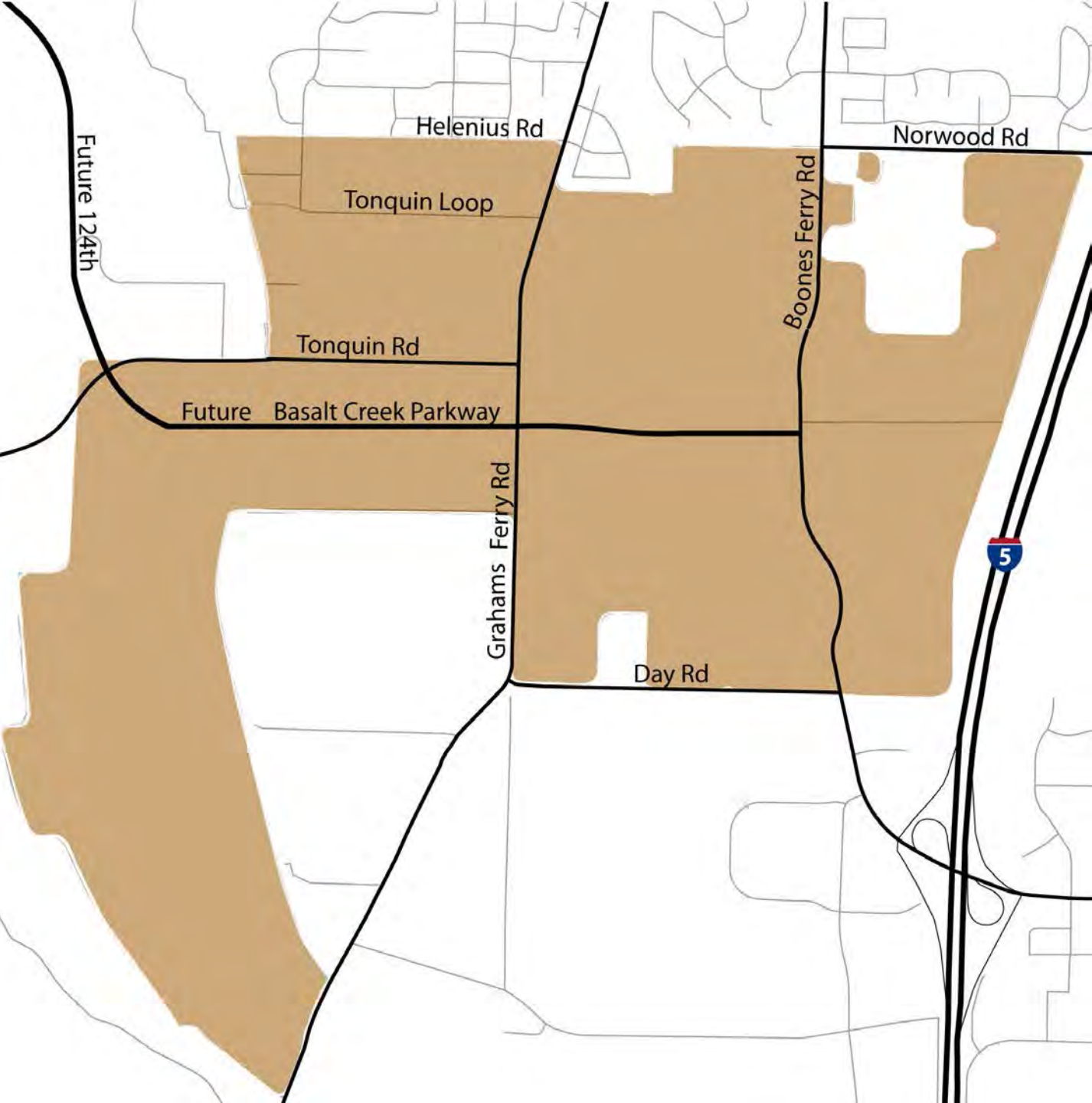
- A scenario designed around an implementable infrastructure plan
- Design principles focused on creating development forms reflective of the two cities
- Examine other boundary options that do not rely on the east west connector. Explore service agreements.
- Jurisdictional equity
- More residential for Tualatin in the north
- Consider creative solutions for transitions from employment to housing



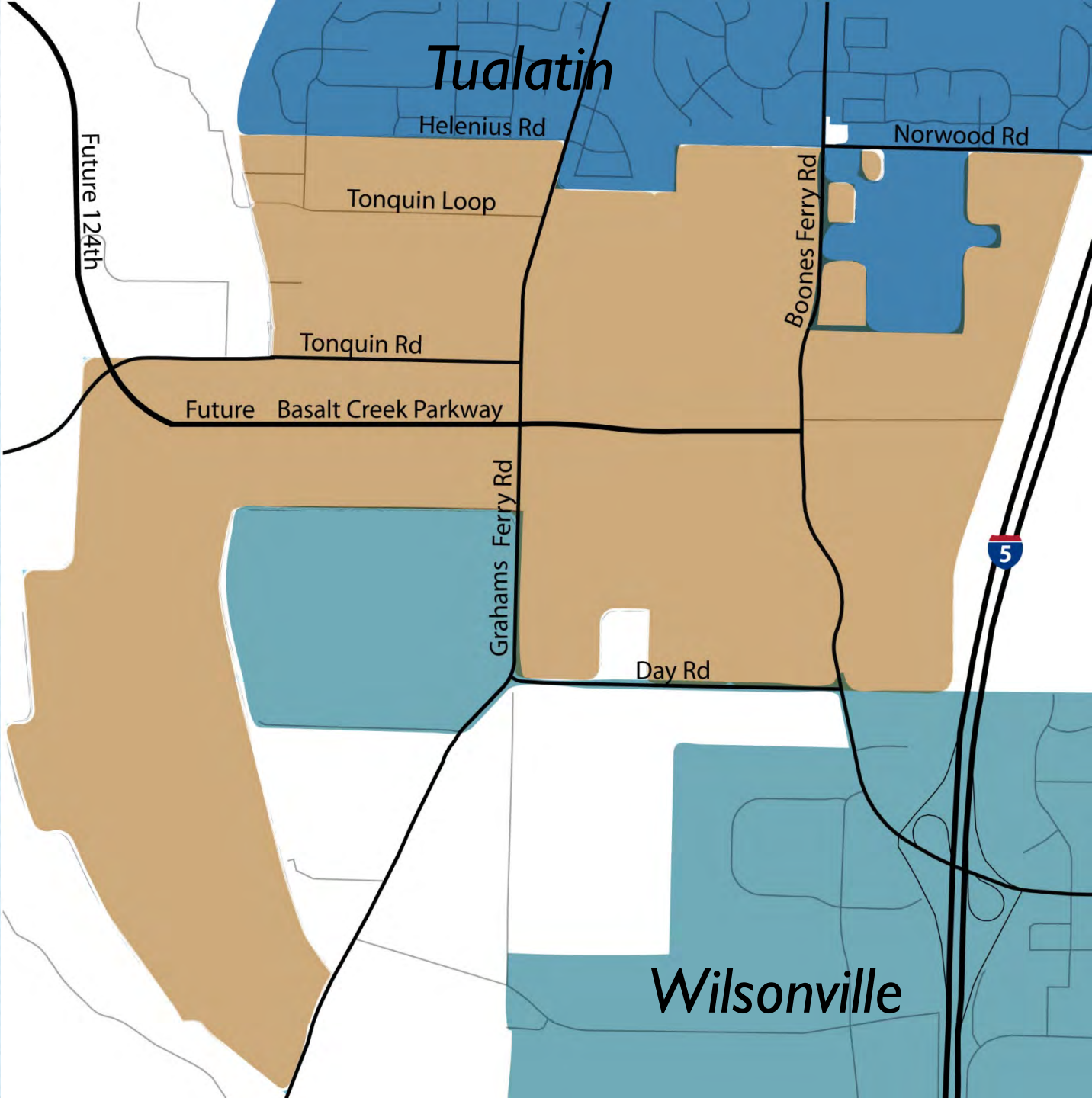
Land Use Scenario

Boundary Options

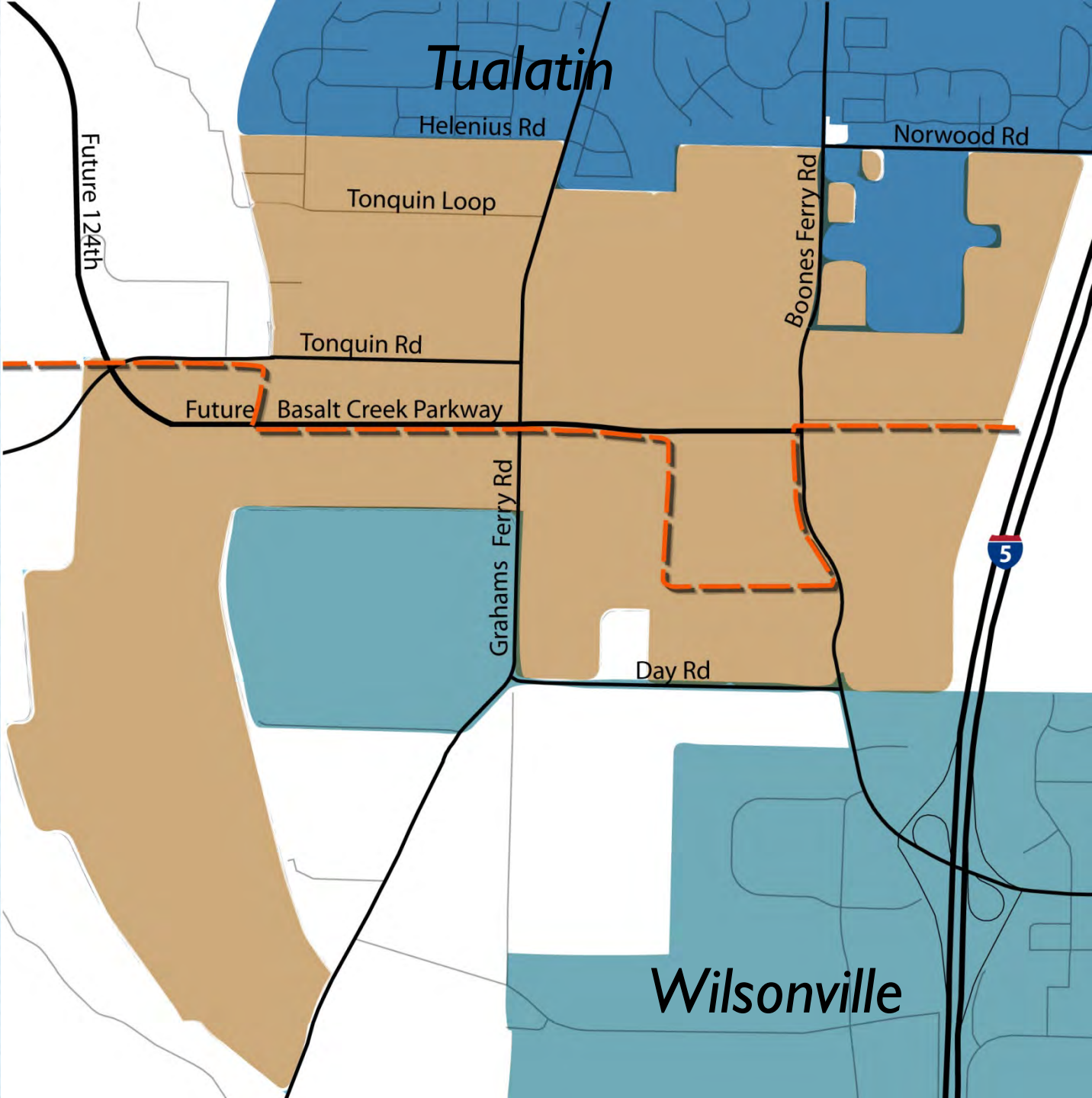
Study Area



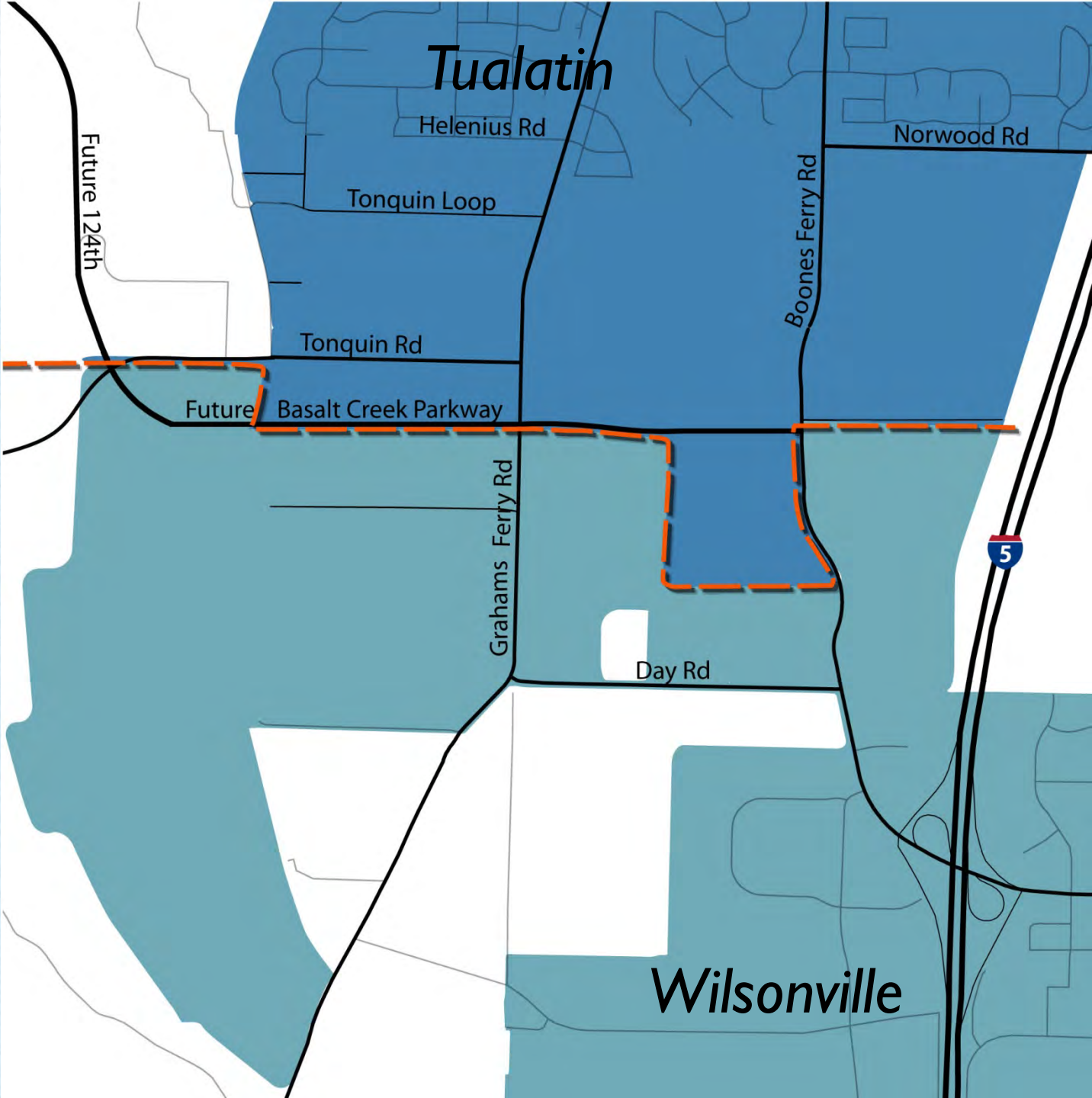
City Limits Today



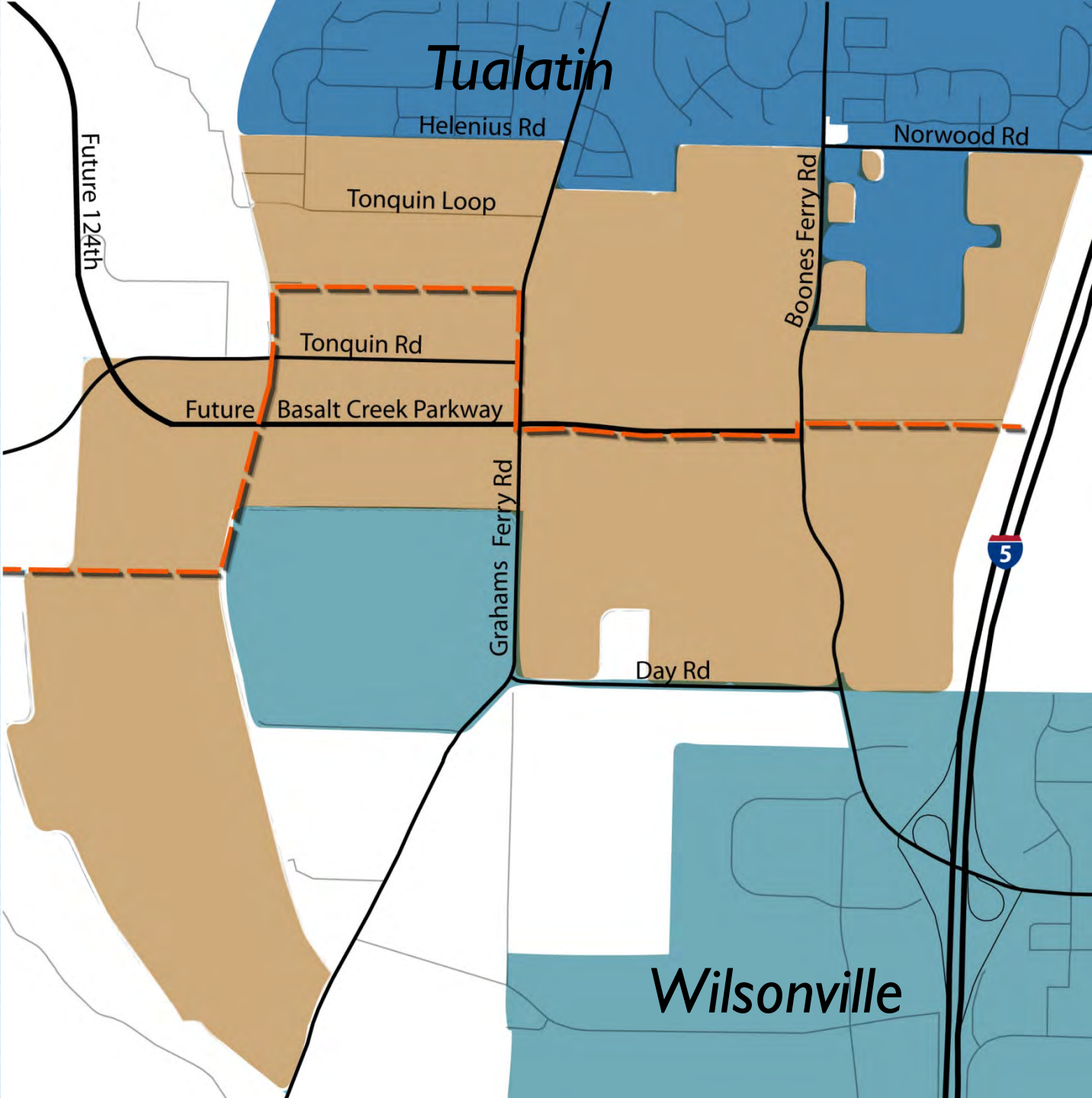
Boundary Option I



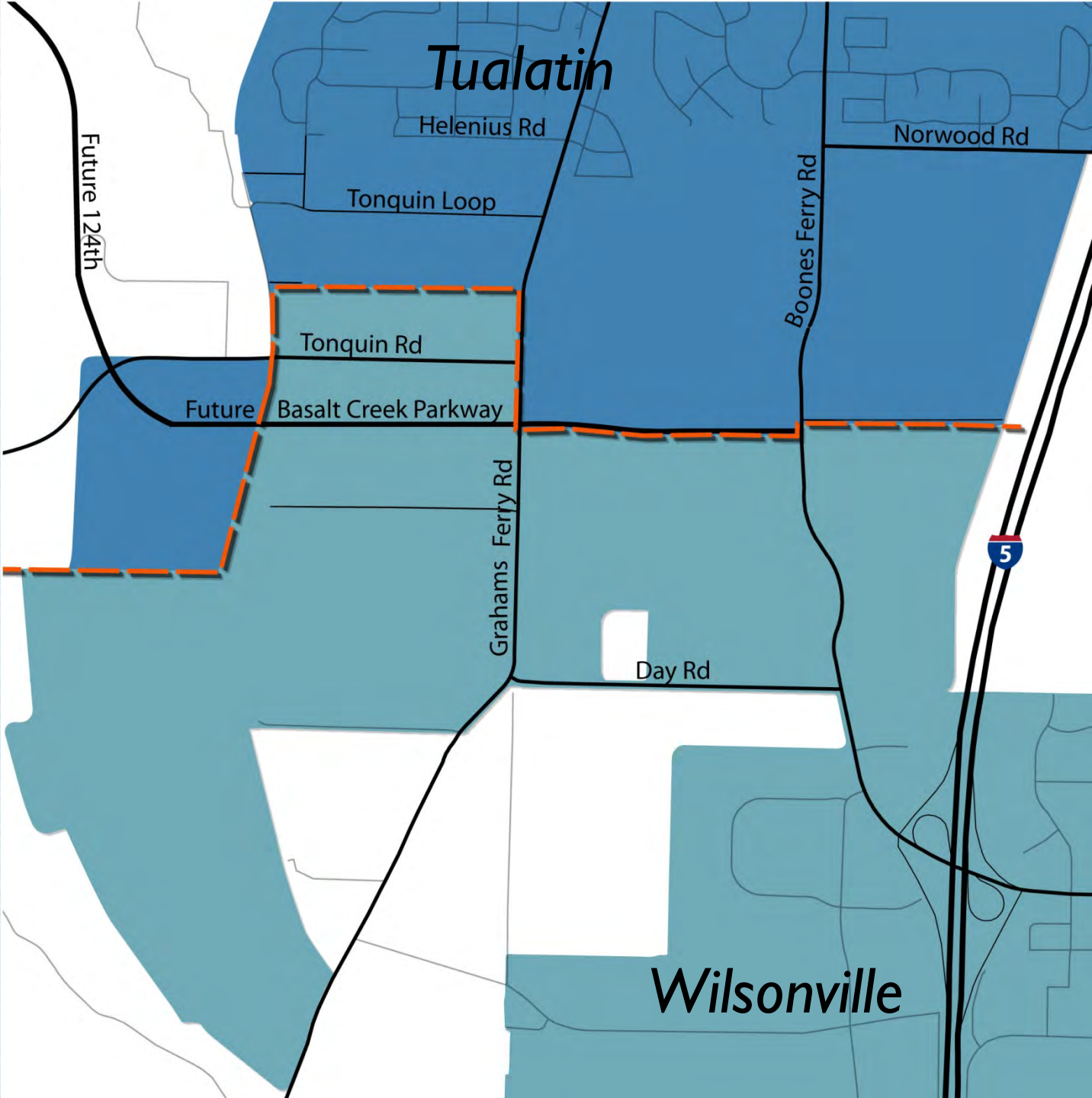
Boundary Option I



Boundary Option 2



Boundary Option 2



Land Use Scenarios

Evaluation

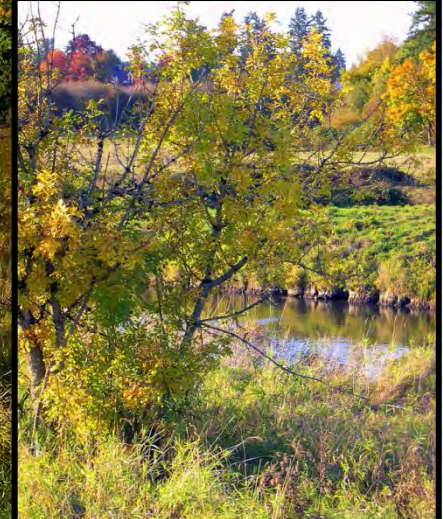
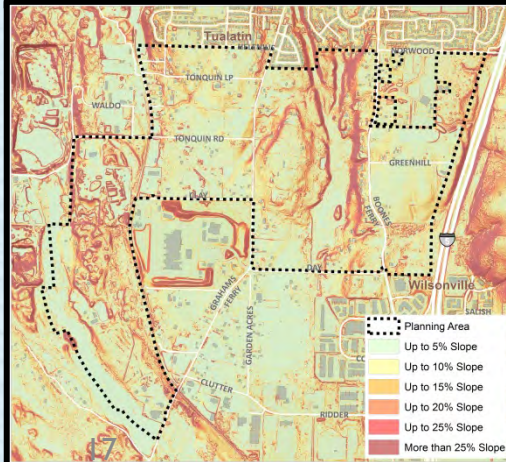
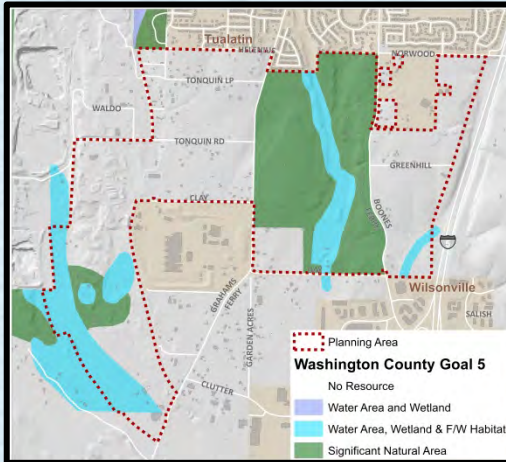
GP I: Maintain and complement the Cities' unique identities



Modeled real places



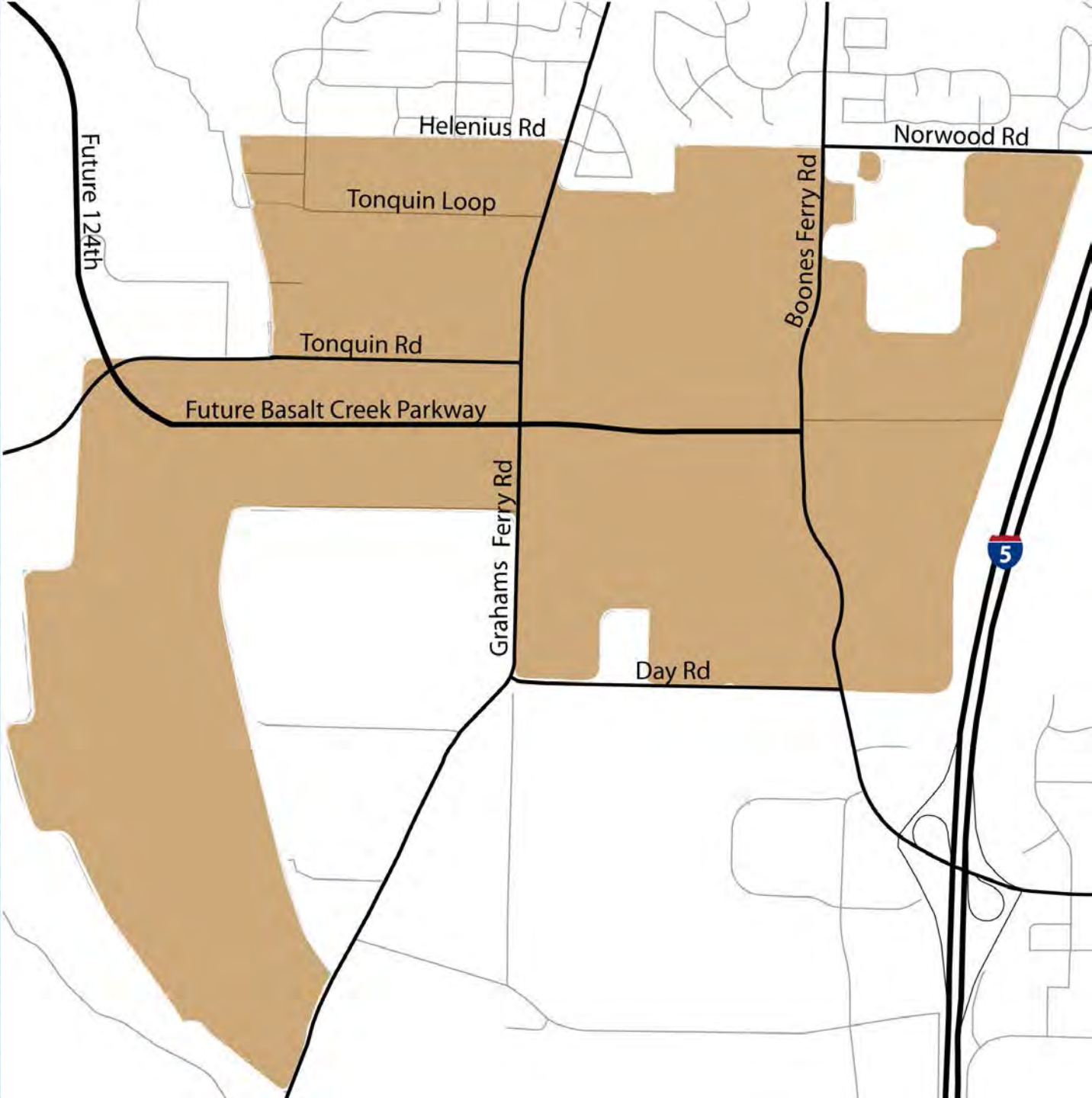
GP2: Capitalize on the areas' unique assets and natural location



Conservation-oriented approach to the creek and sensitive natural areas

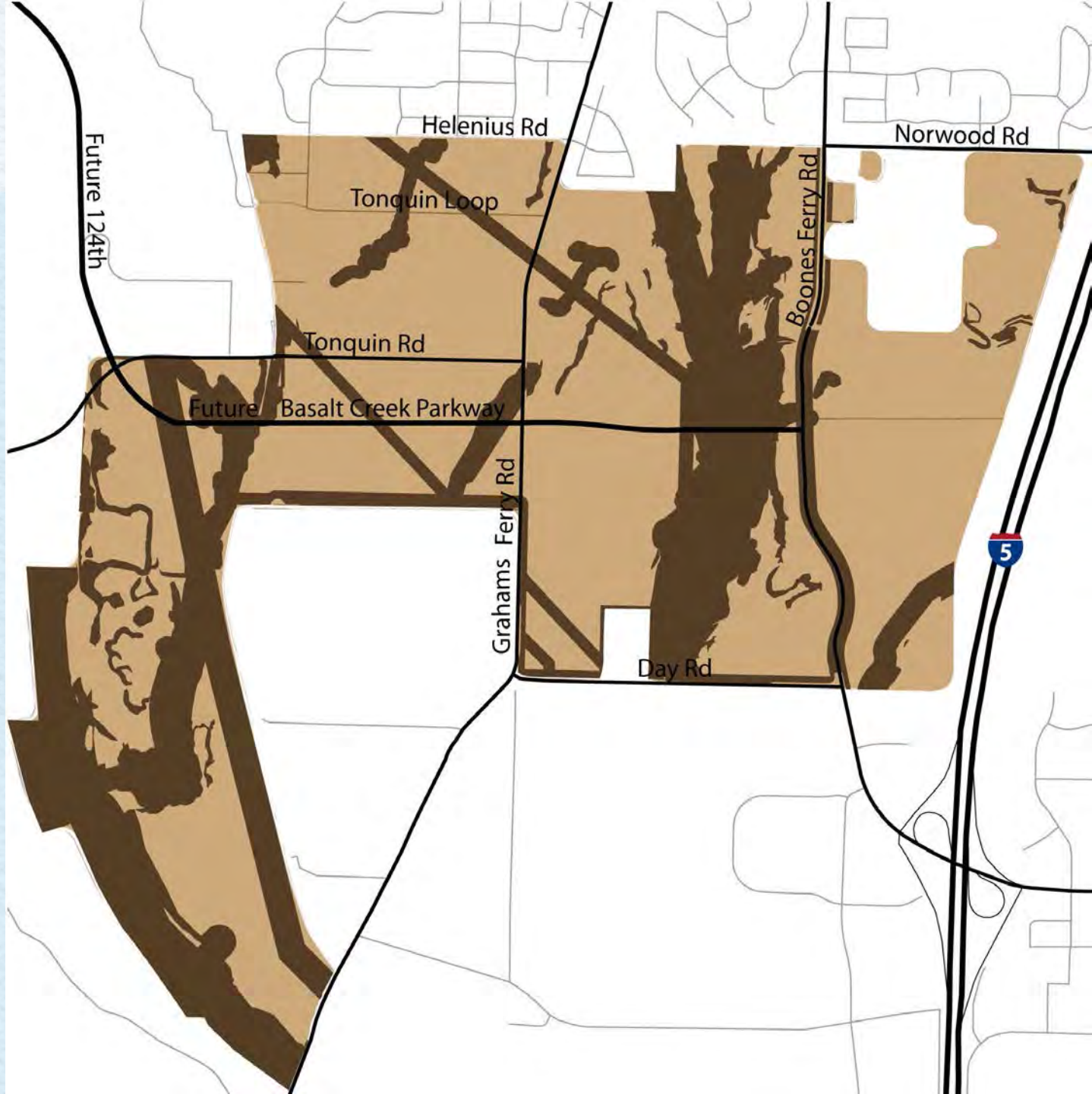


Study Area



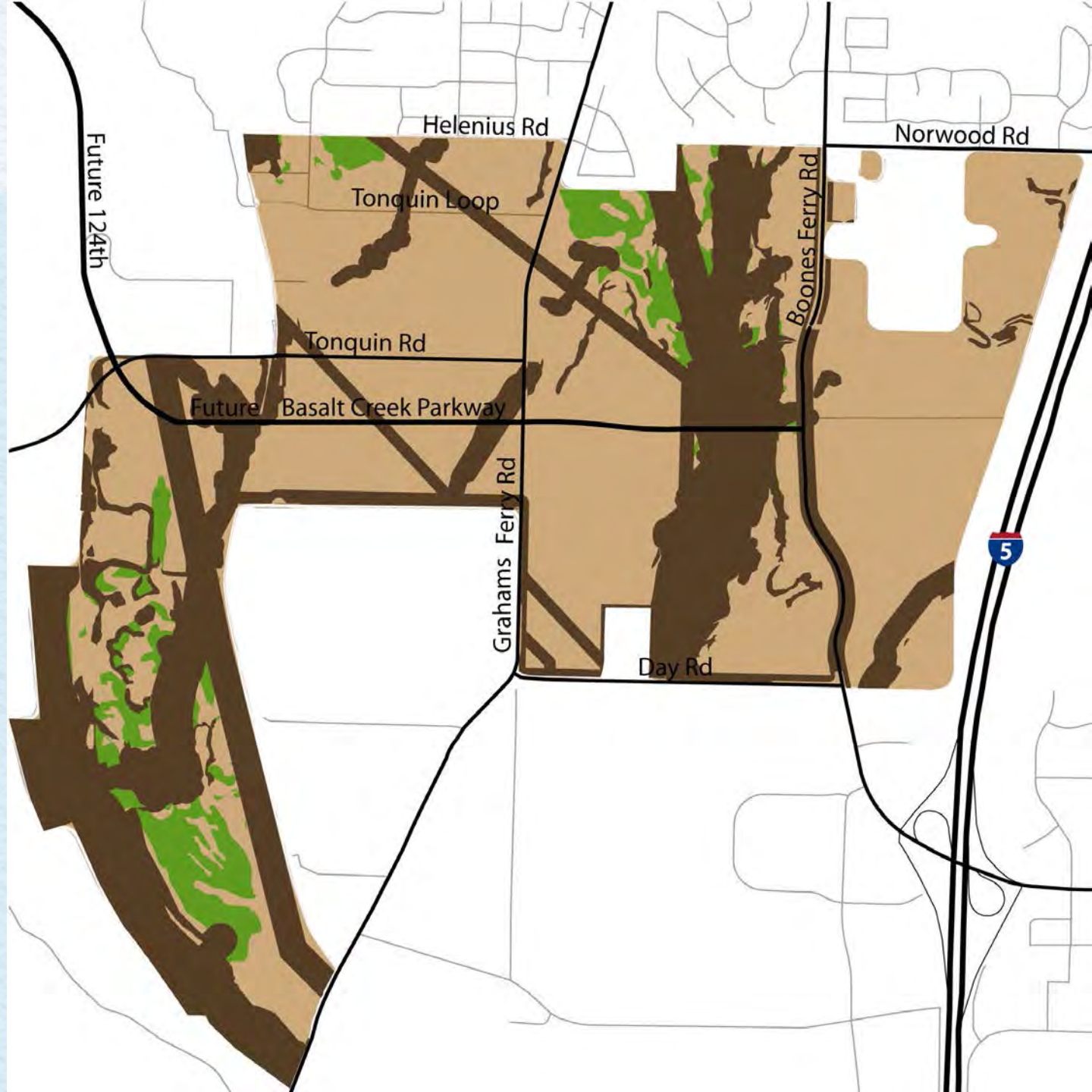
Hard Constraints

- Steep slopes (>25%)
- Open water and streams
- Wetlands
- Floodplains
- Utility easements
- Slope Stability
- Title 3 land
- Title 13 land
 - Riparian I/II



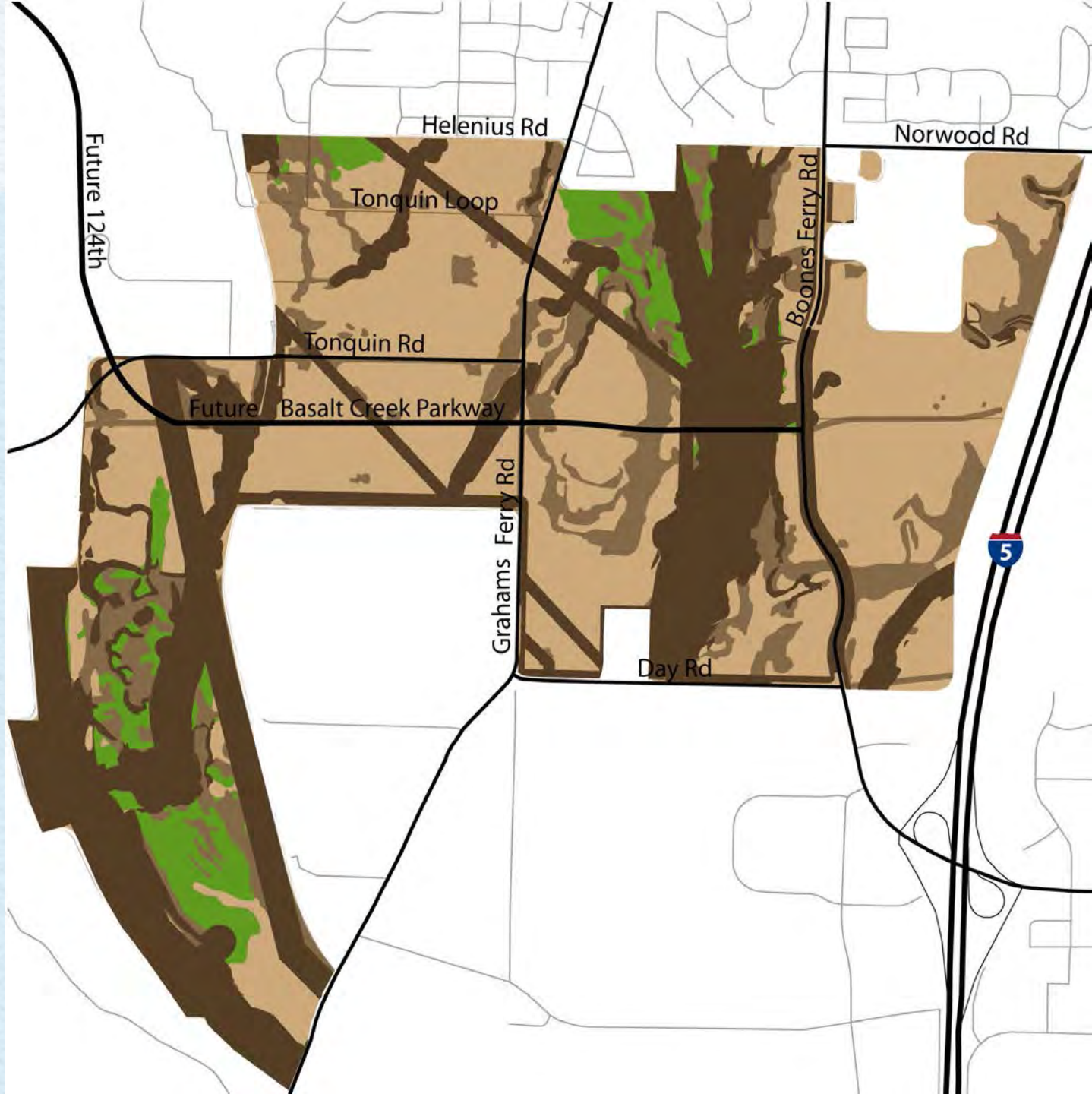
Including Title 13 Land

- Steep slopes (>25%)
- Open water and streams
- Wetlands
- Floodplains
- Utility easements
- Slope Stability
- Title 3 land
- Title 13 land
 - Riparian I/II
 - Upland Class A



All Constrained Lands

- Steep slopes (>25%)
- Open water and streams
- Wetlands
- Floodplains
- Utility easements
- Title 3 land
- Title 13 land
 - Riparian I/II
 - Upland Class A
- **Steep slopes (10-25%)**



GP3: Explore creative approaches to integrate jobs and housing



Create transitional zone

- More green space, live-work spaces, incubator and small business, employment flex space, personal services, creative industries, landscape buffers



GP4: Create a uniquely attractive business community unmatched in the metropolitan region



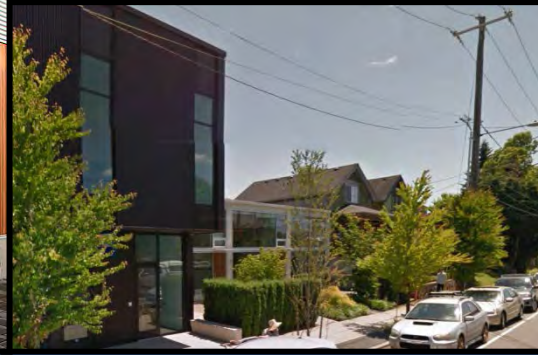
Created realistic buildings that reflect local conditions and market potential



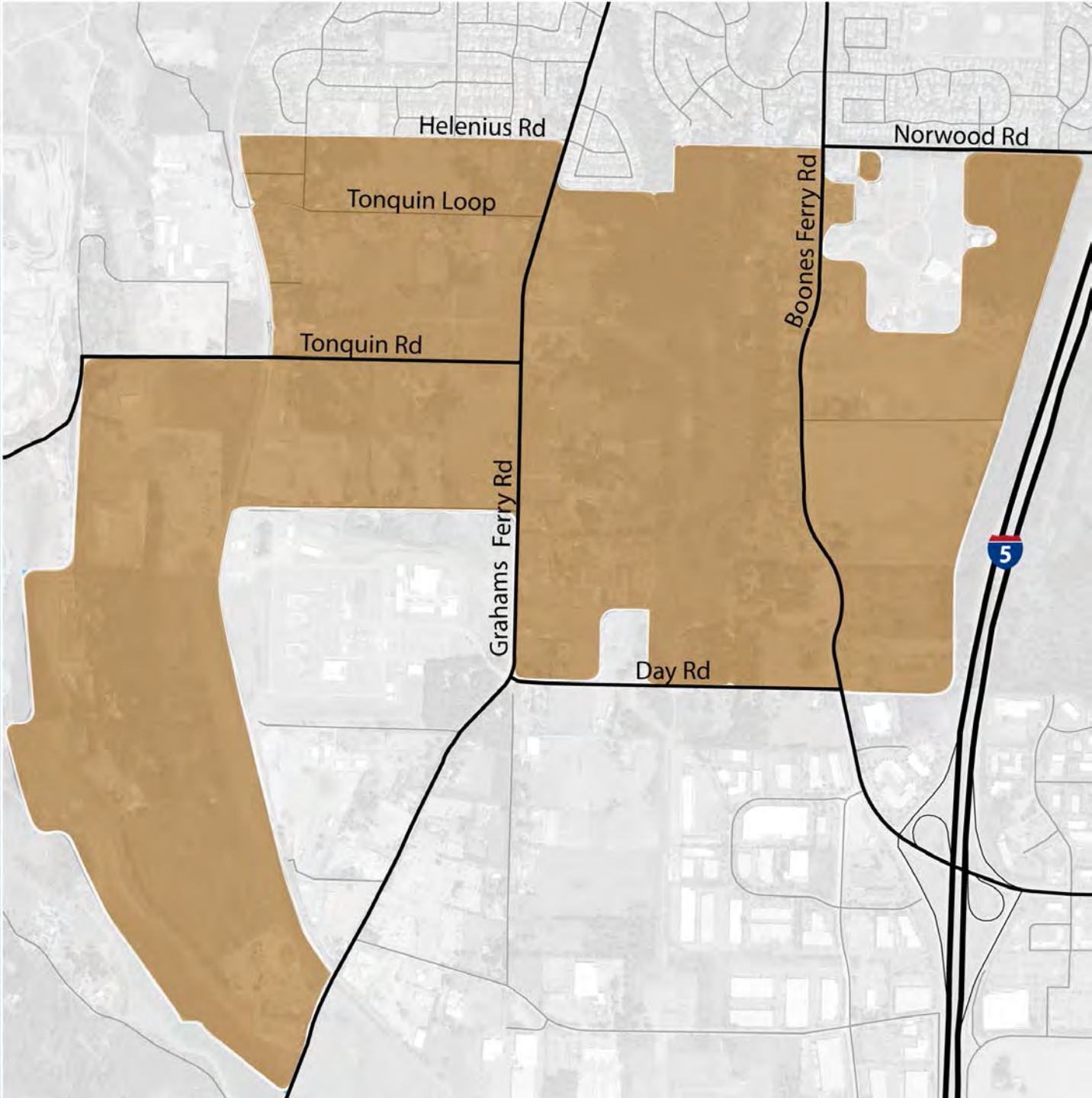
Flexibility in employment district to allow for a range of uses to take advantage of the market



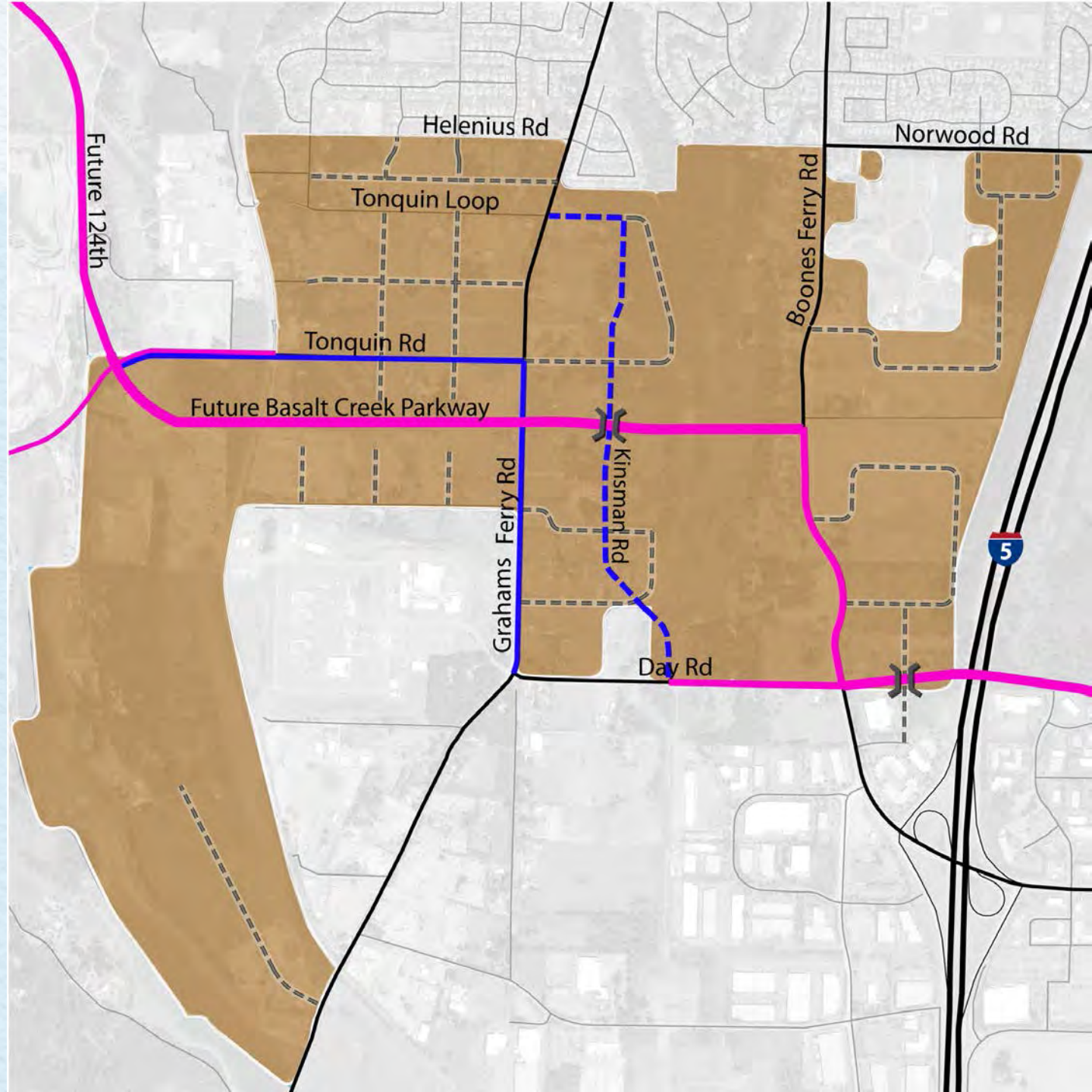
GP5: Ensure appropriate transitions between land uses



Existing Transportation Network

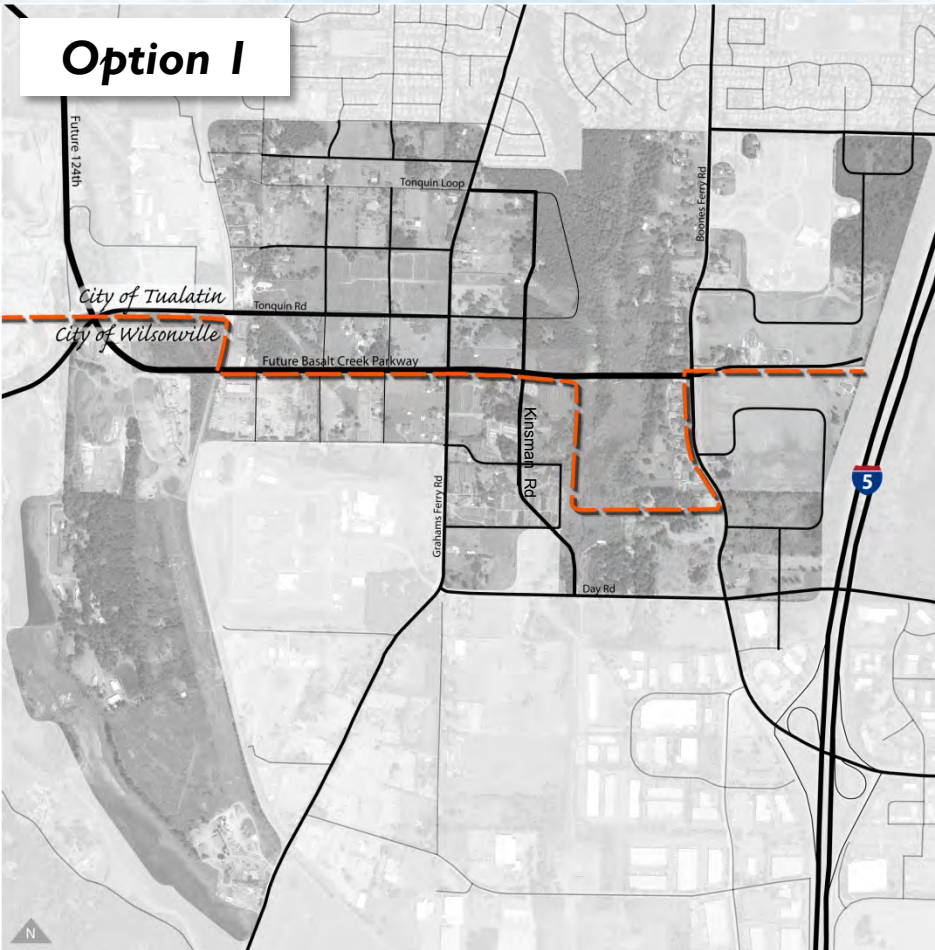


Proposed Local Street Network

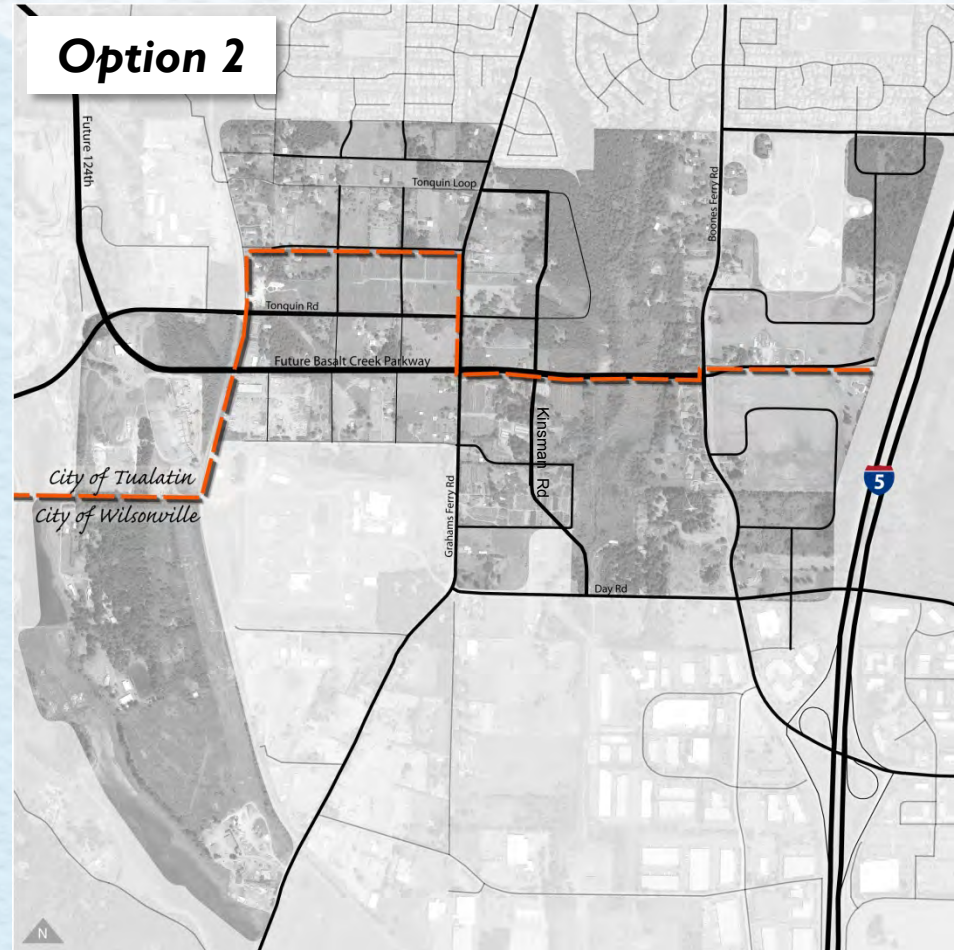


Boundary Options

Option 1

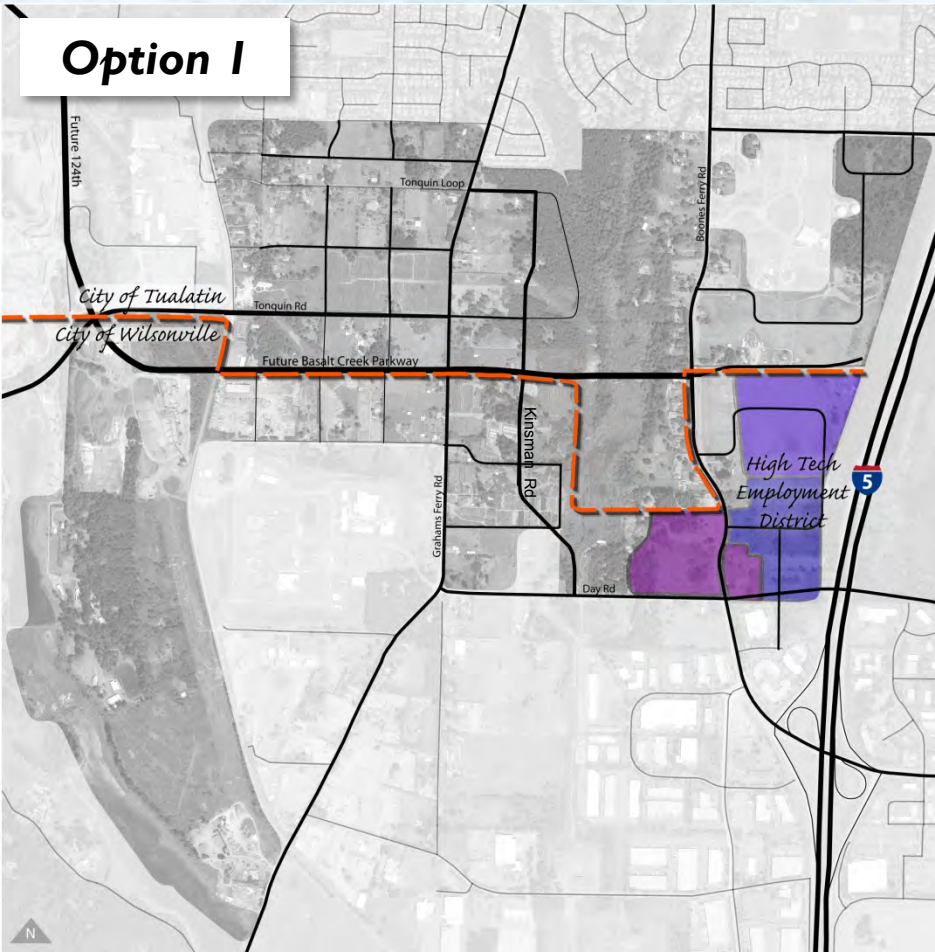


Option 2

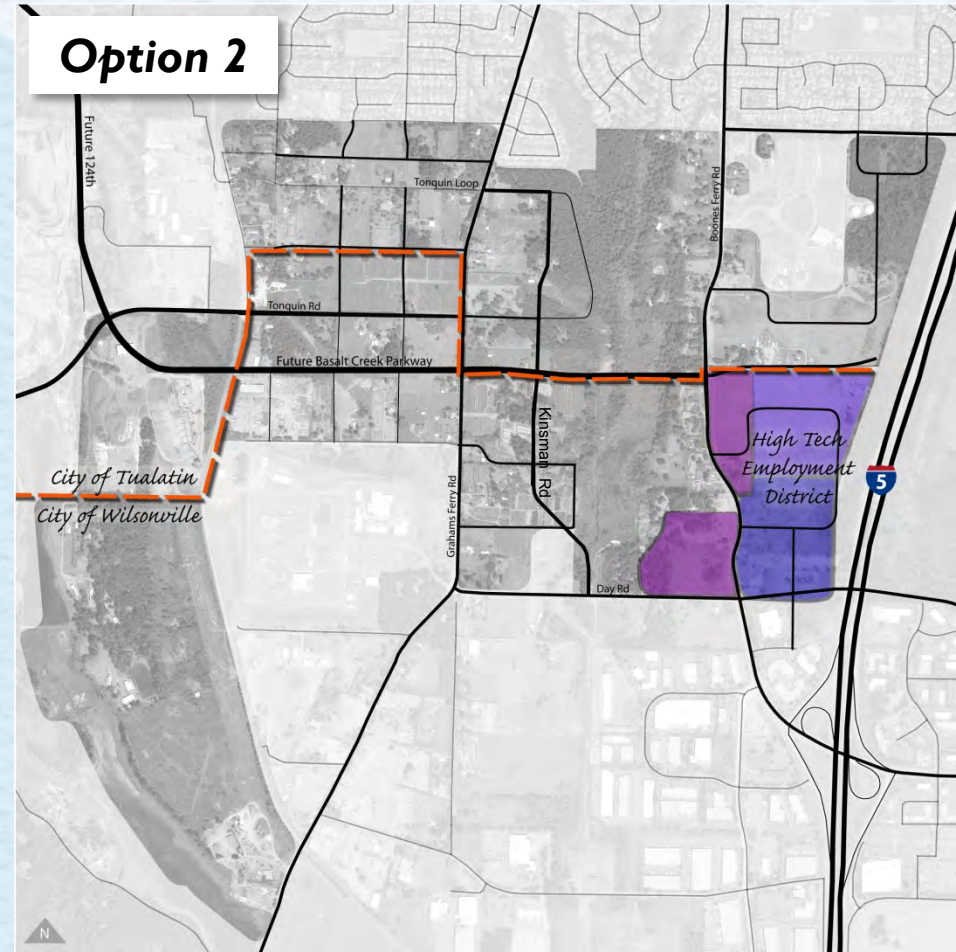


High Tech Employment District

Option 1

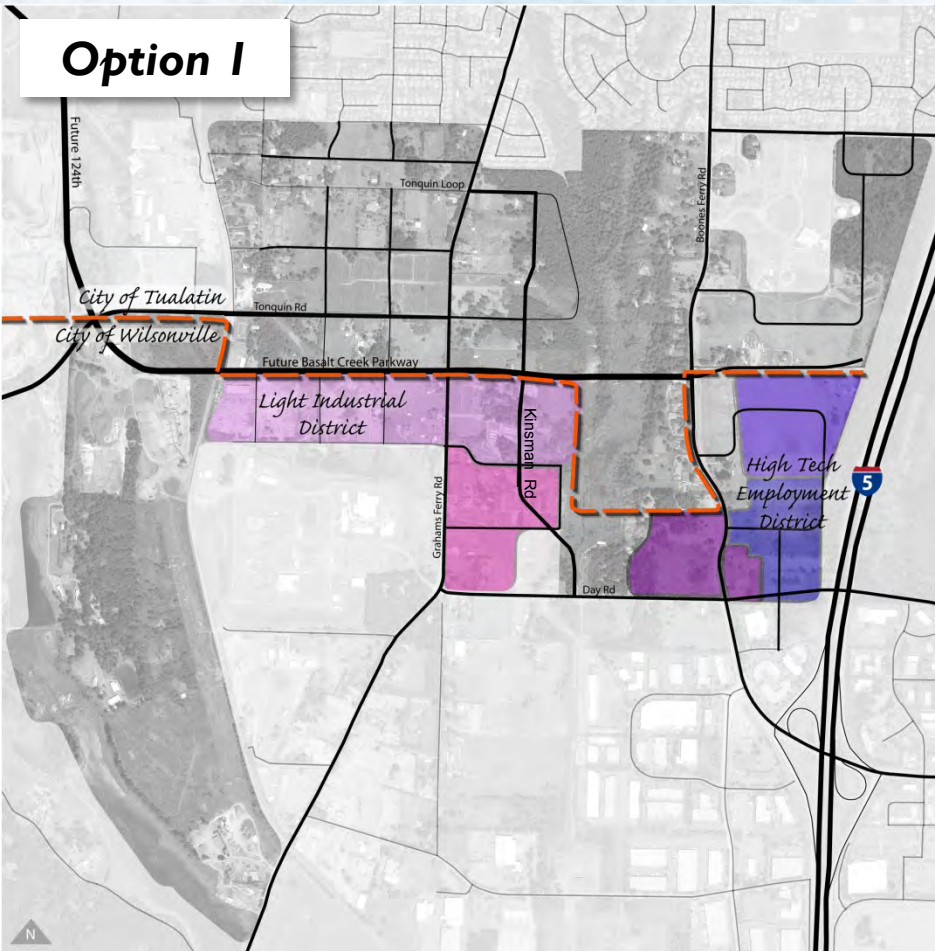


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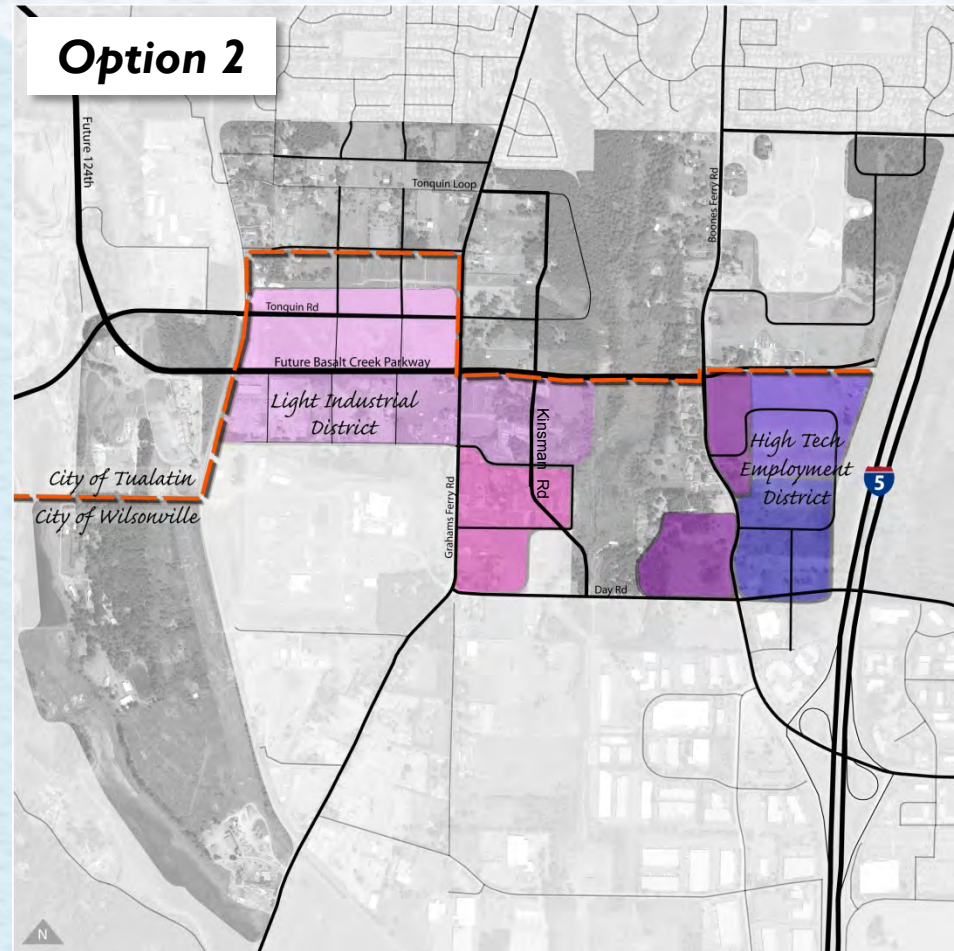


Light Industrial District

Option 1

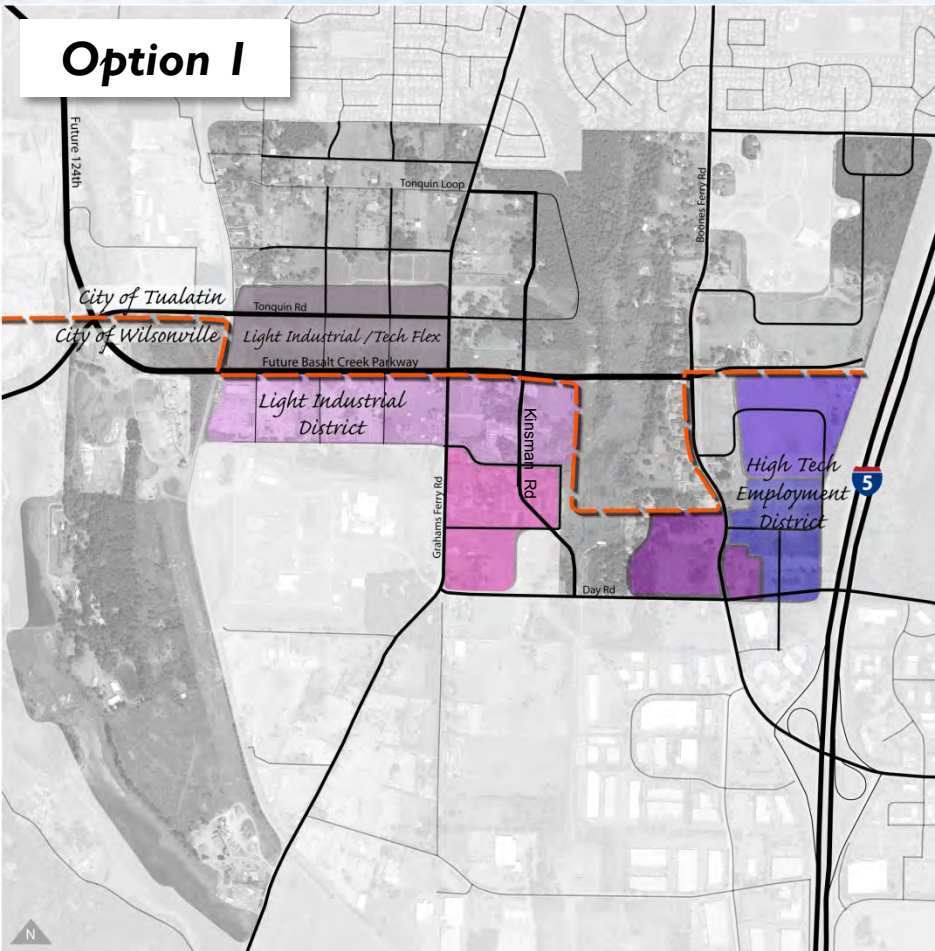


Option 2

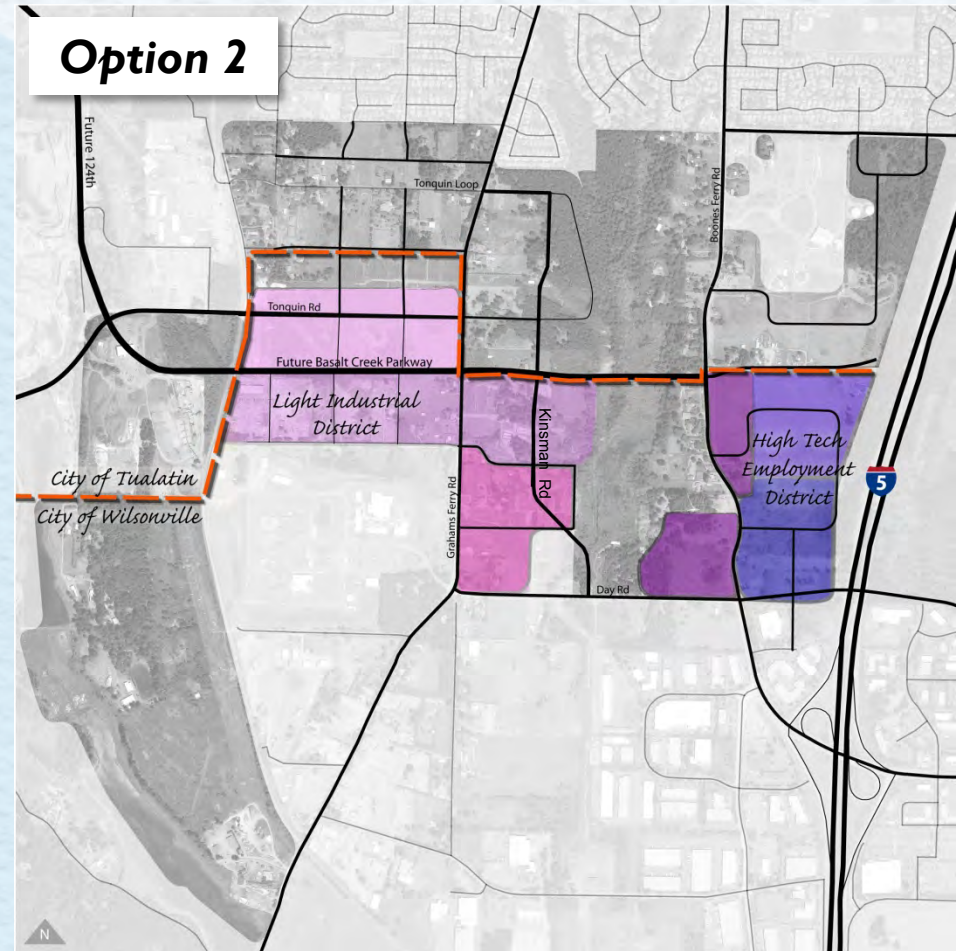


Light Industrial/Tech Flex

Option 1

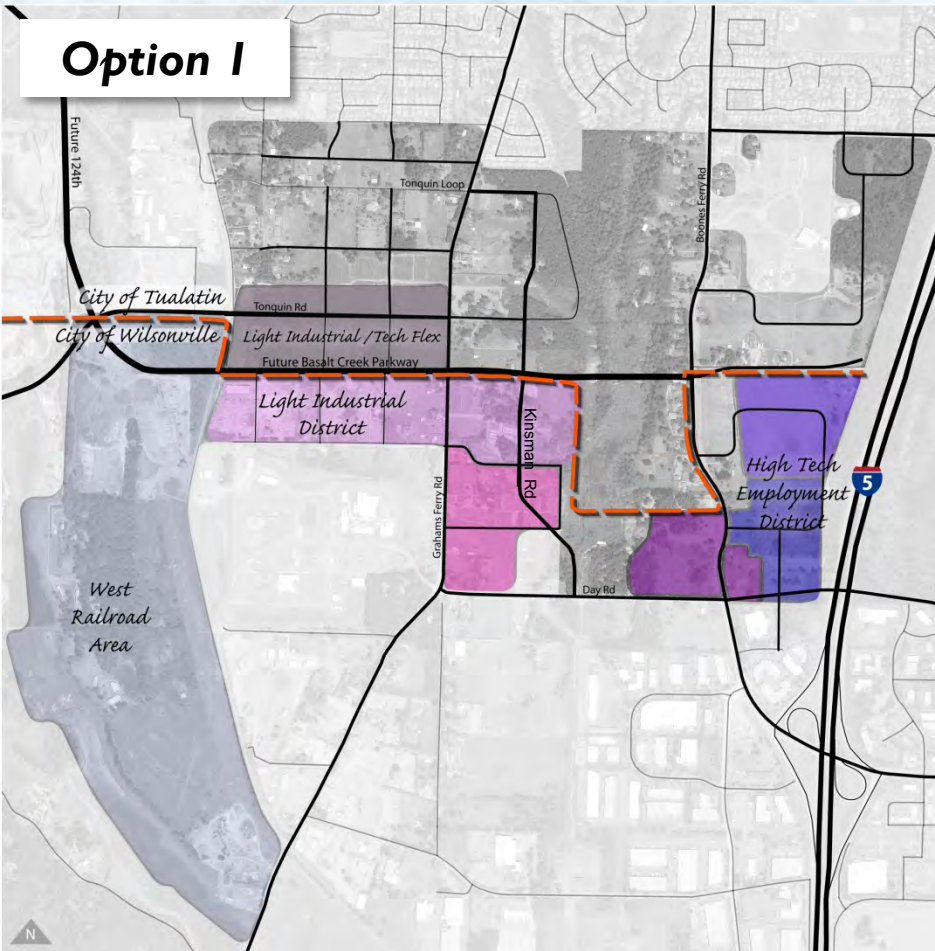


Option 2

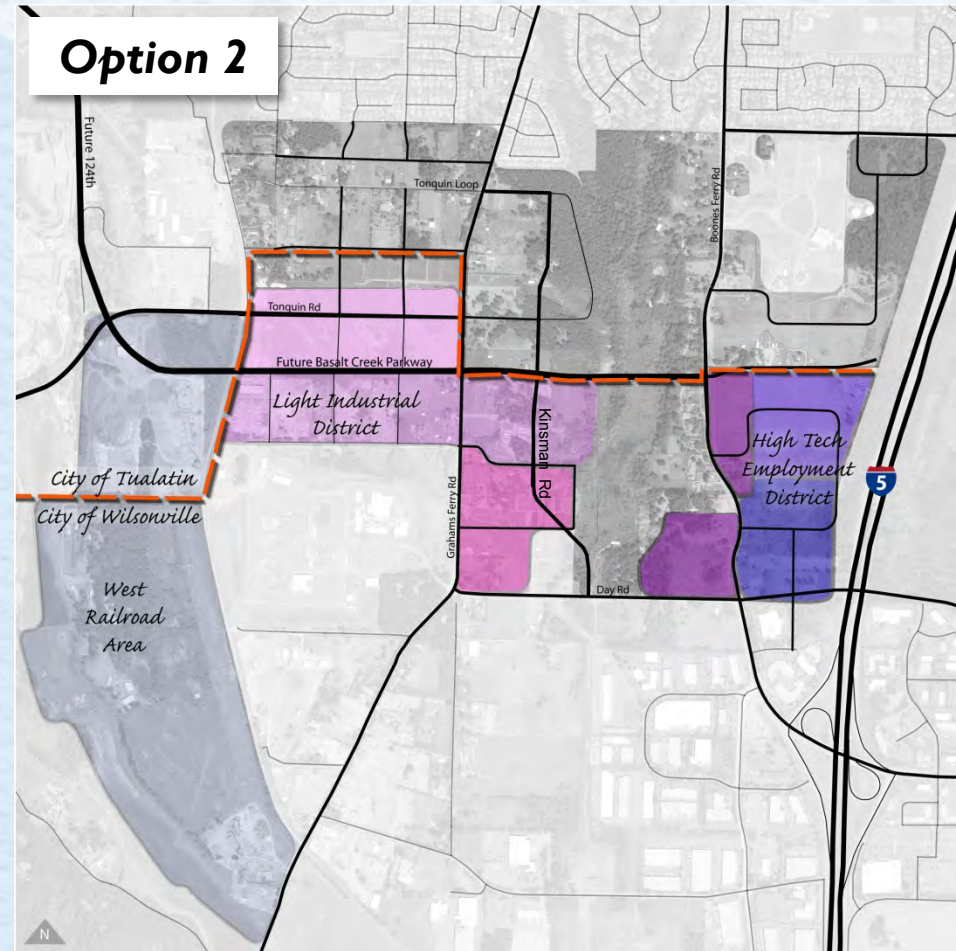


West Railroad Area

Option 1

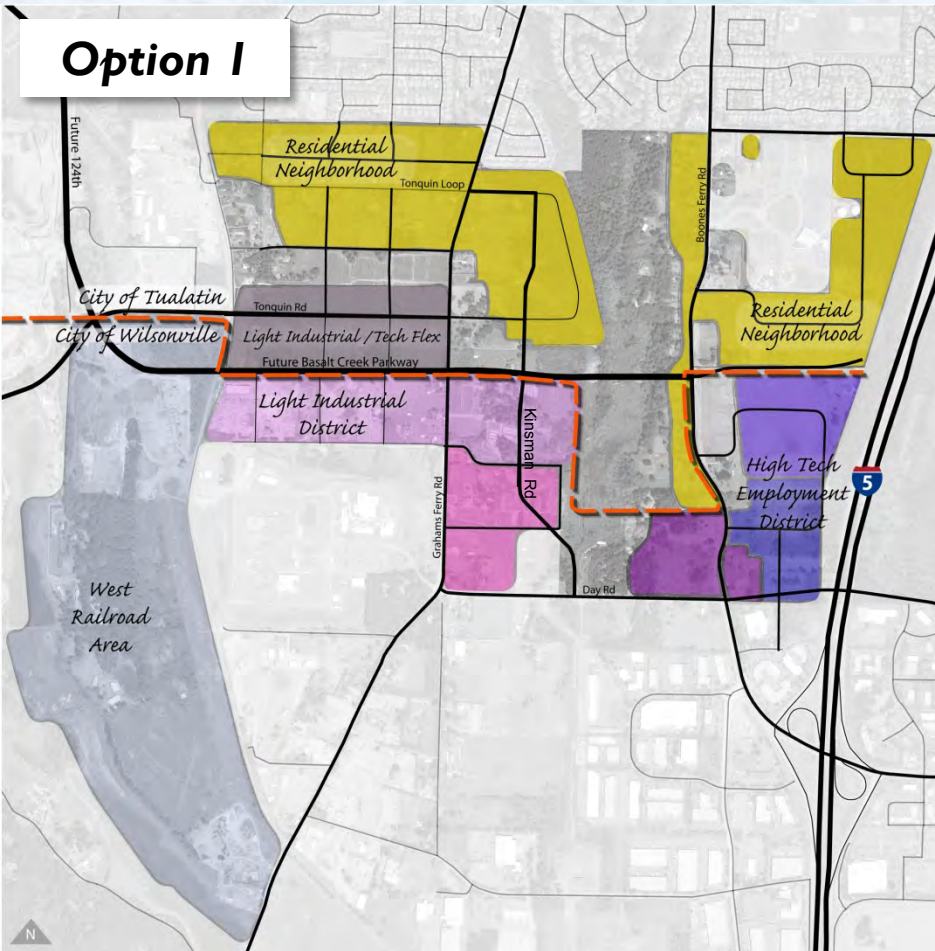


Option 2

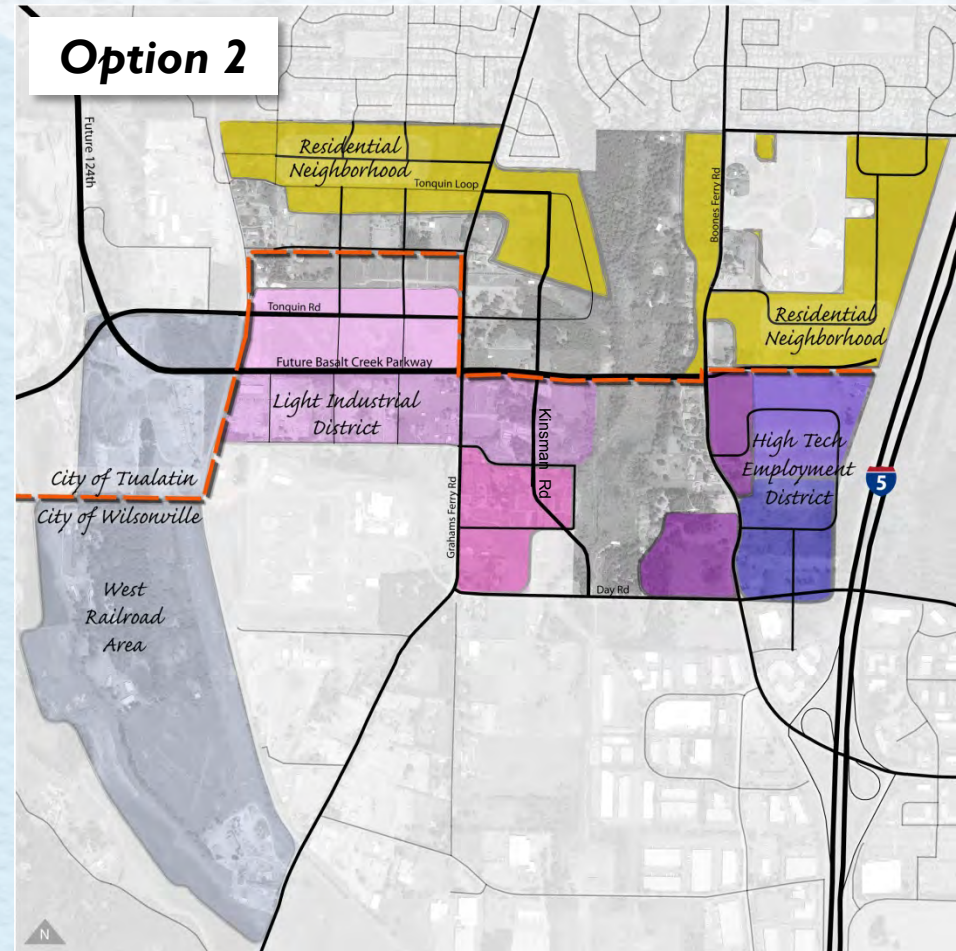


Residential Neighborhoods

Option 1

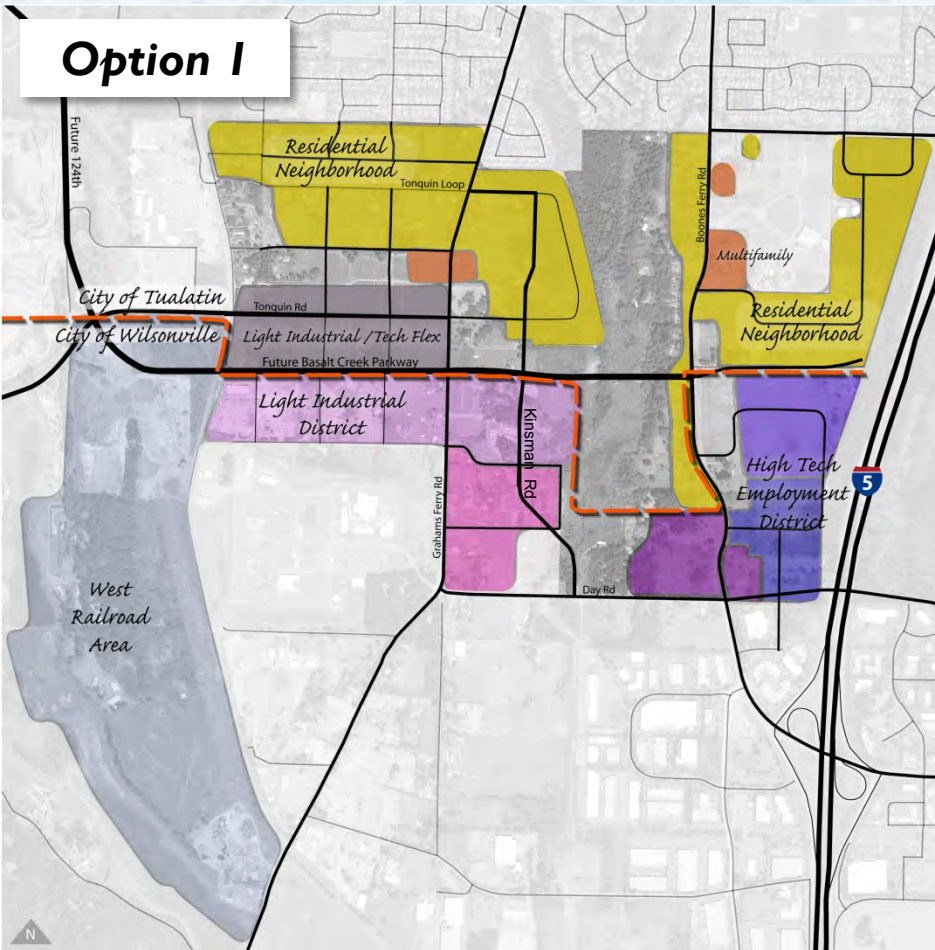


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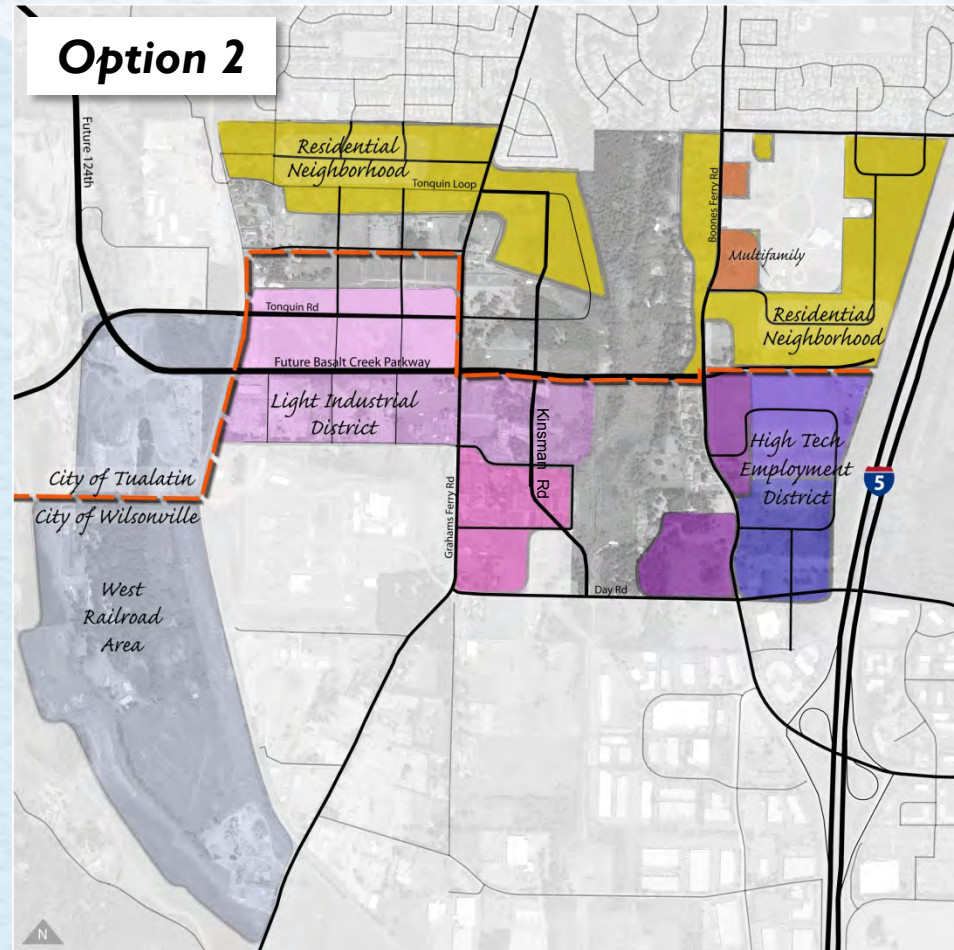


Multi-family

Option 1

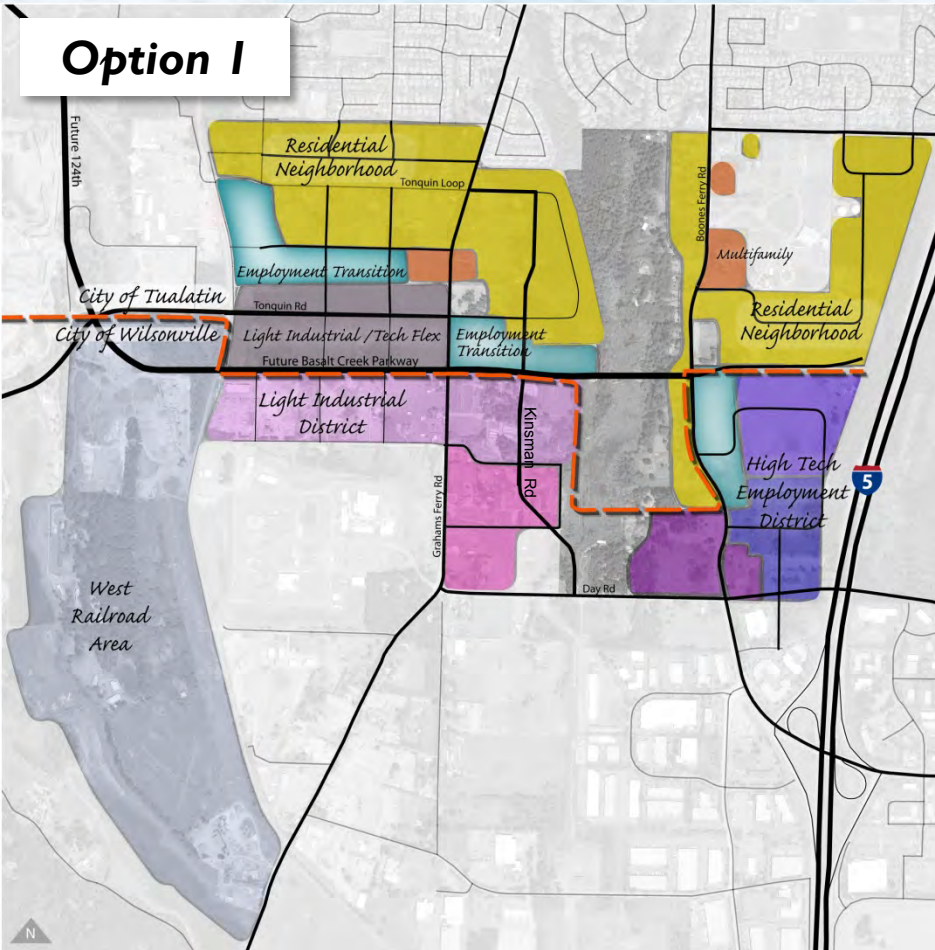


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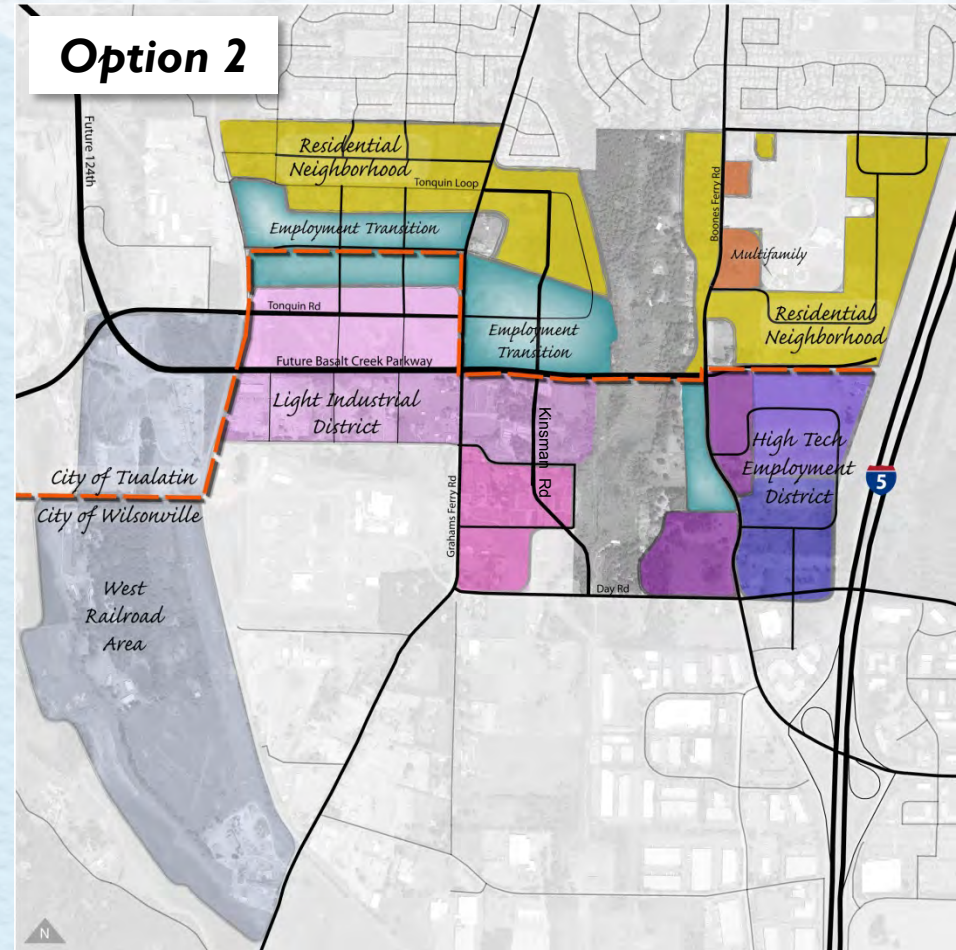


Employment Transition

Option 1

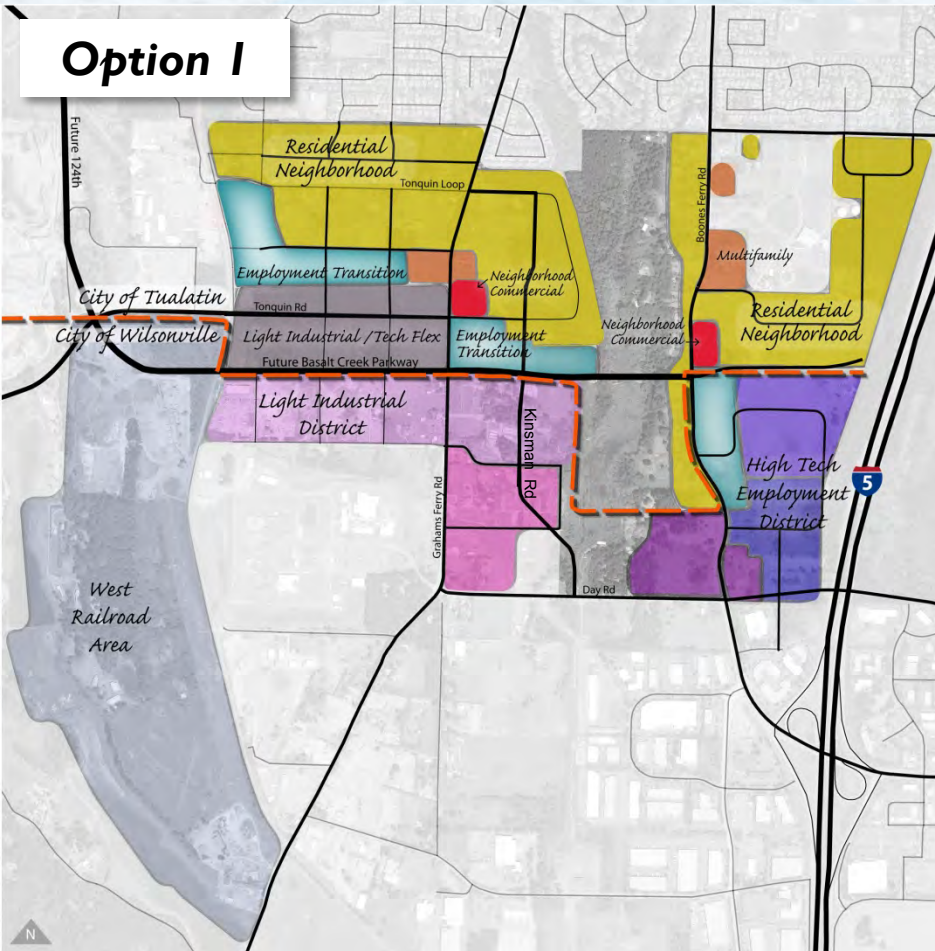


Option 2

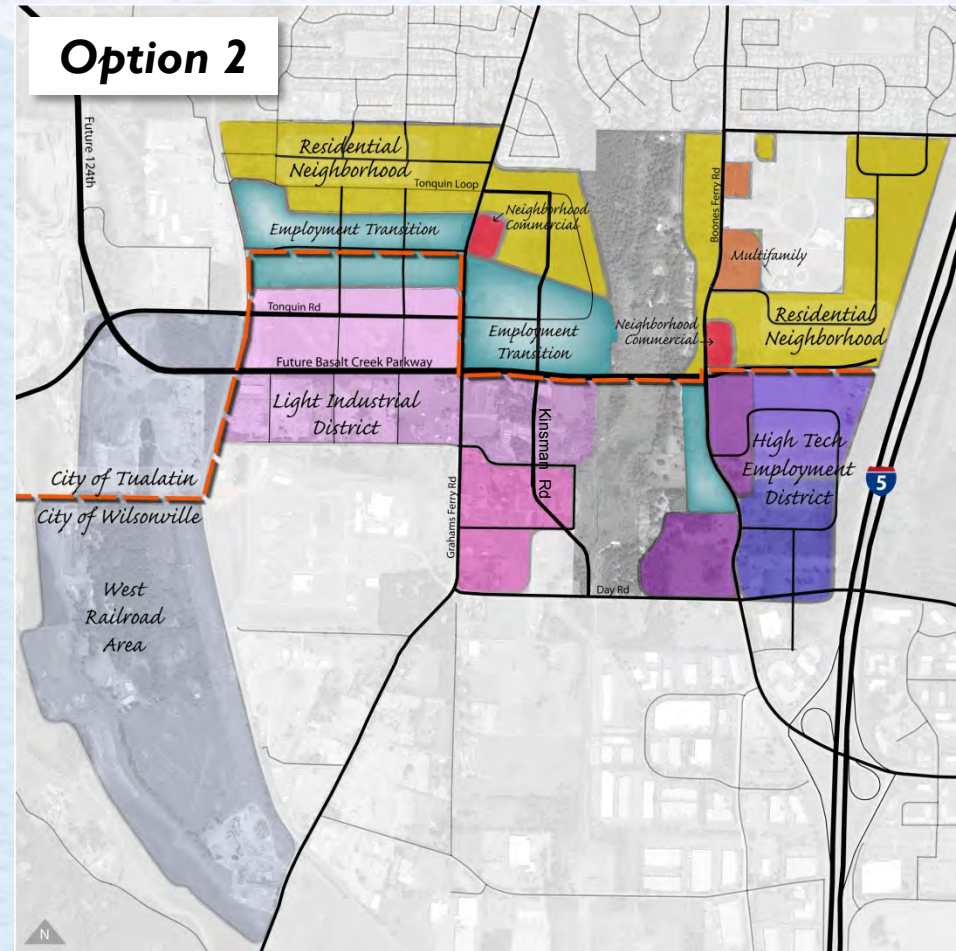


Neighborhood Commercial

Option 1

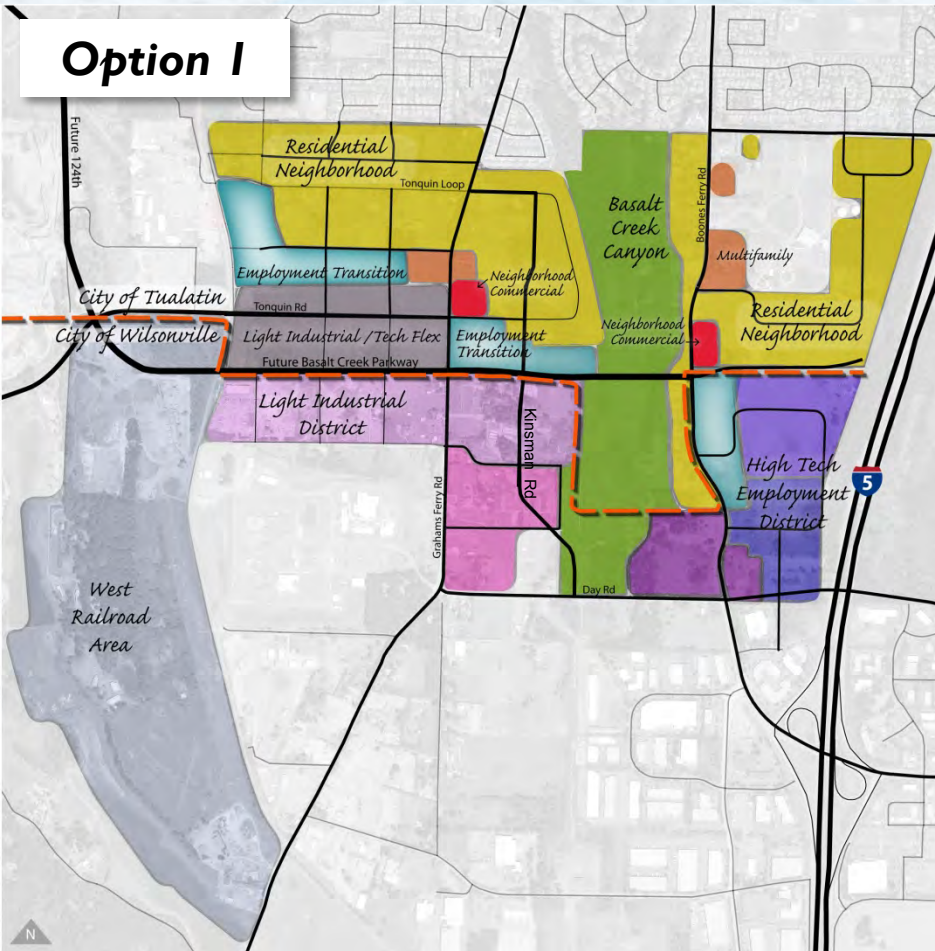


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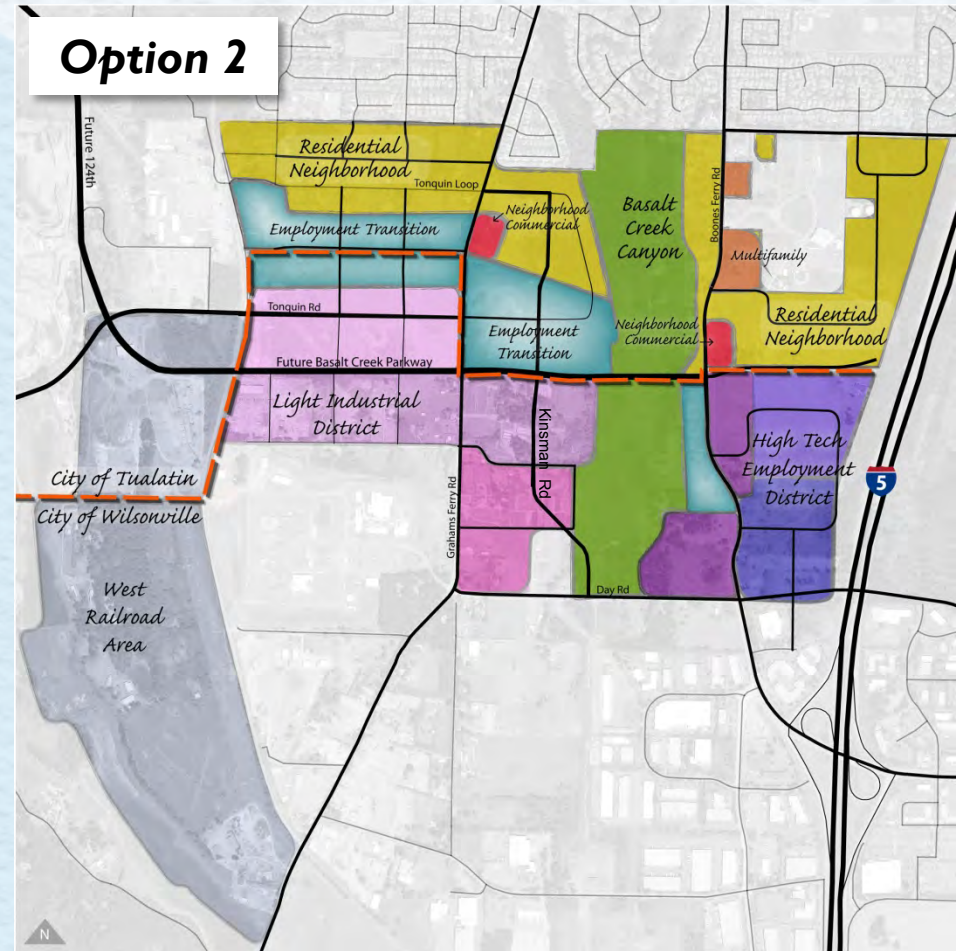


Basalt Creek Canyon

Option 1

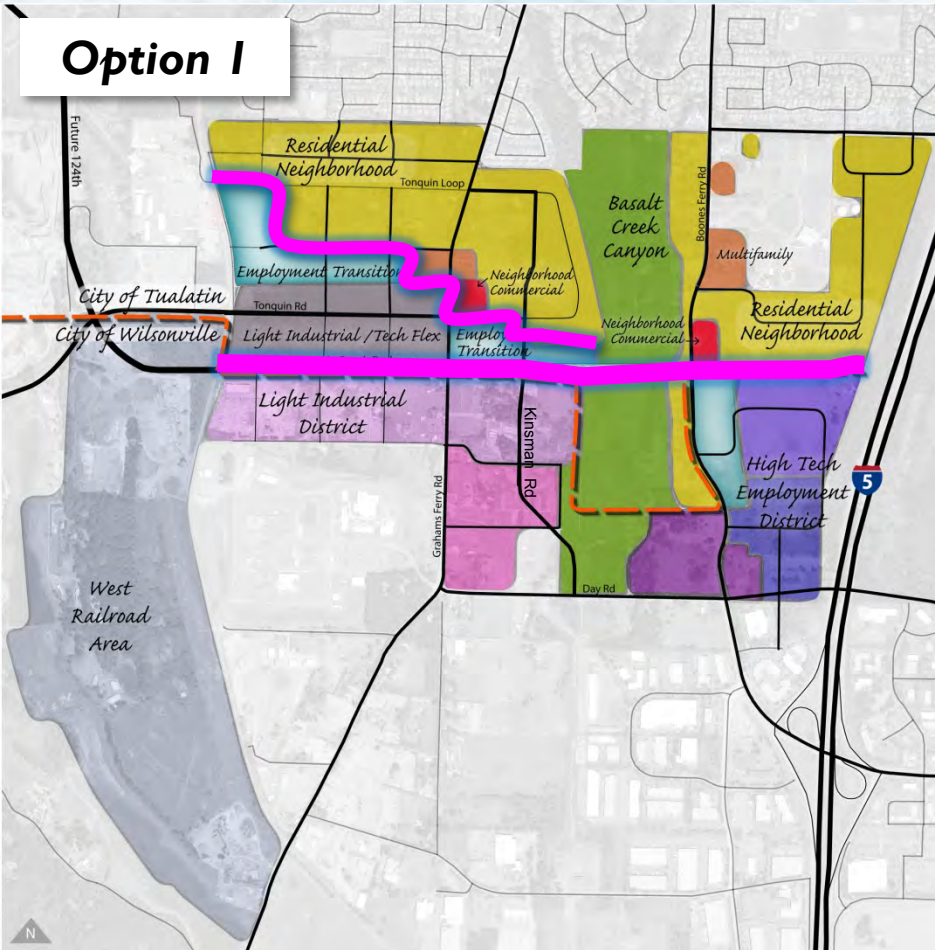


Option 2

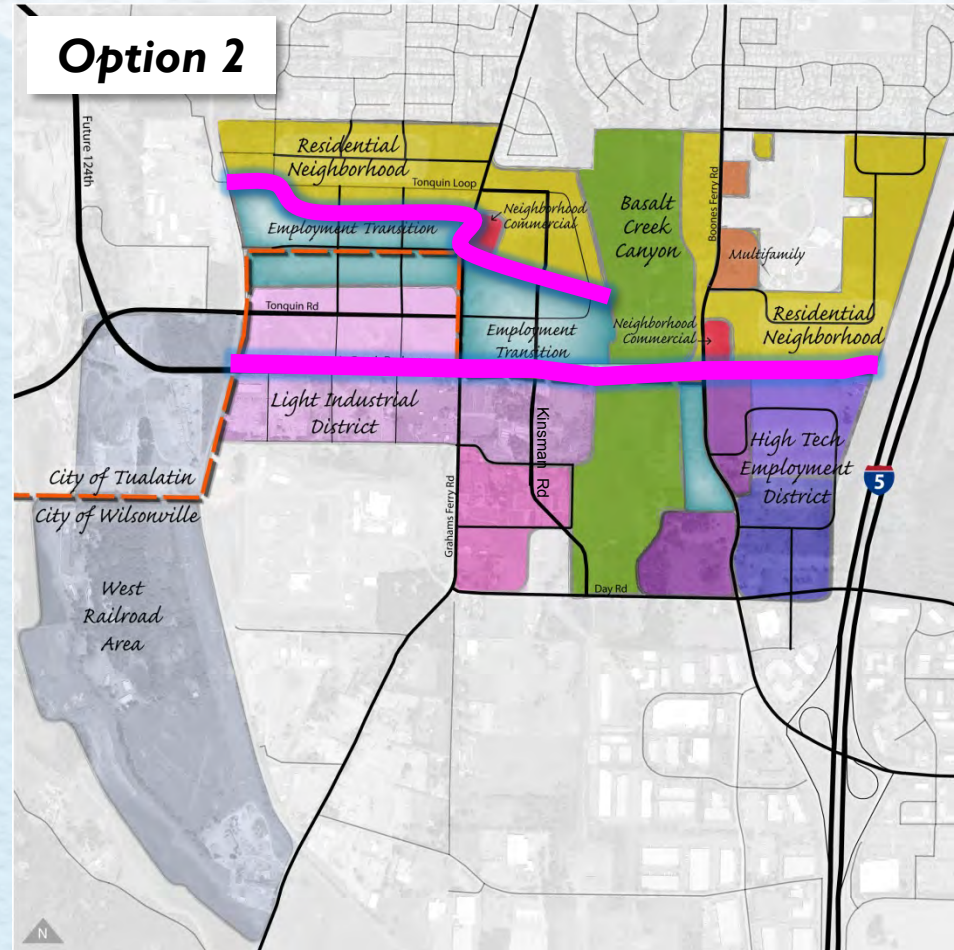


Transitions

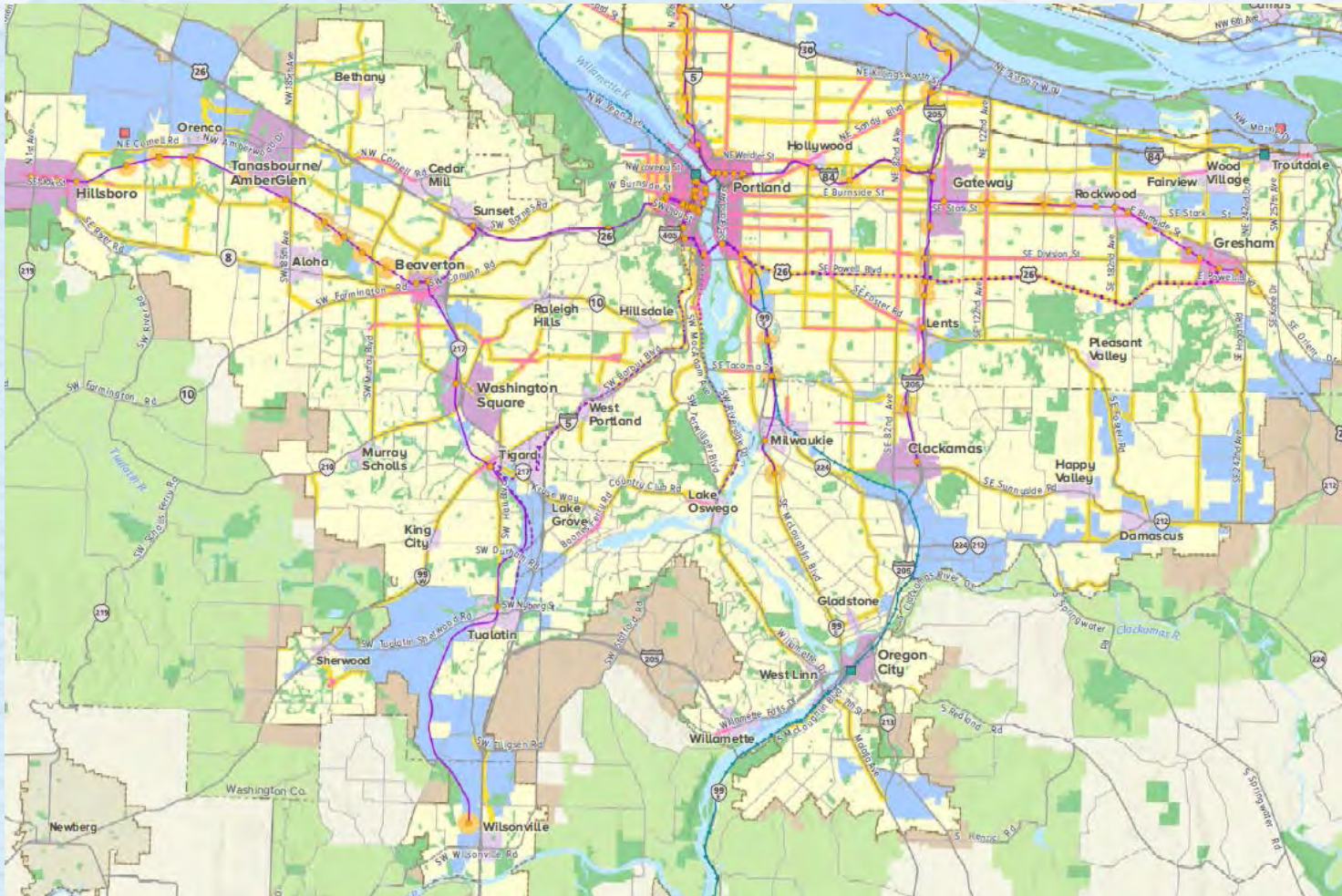
Option 1



Option 2

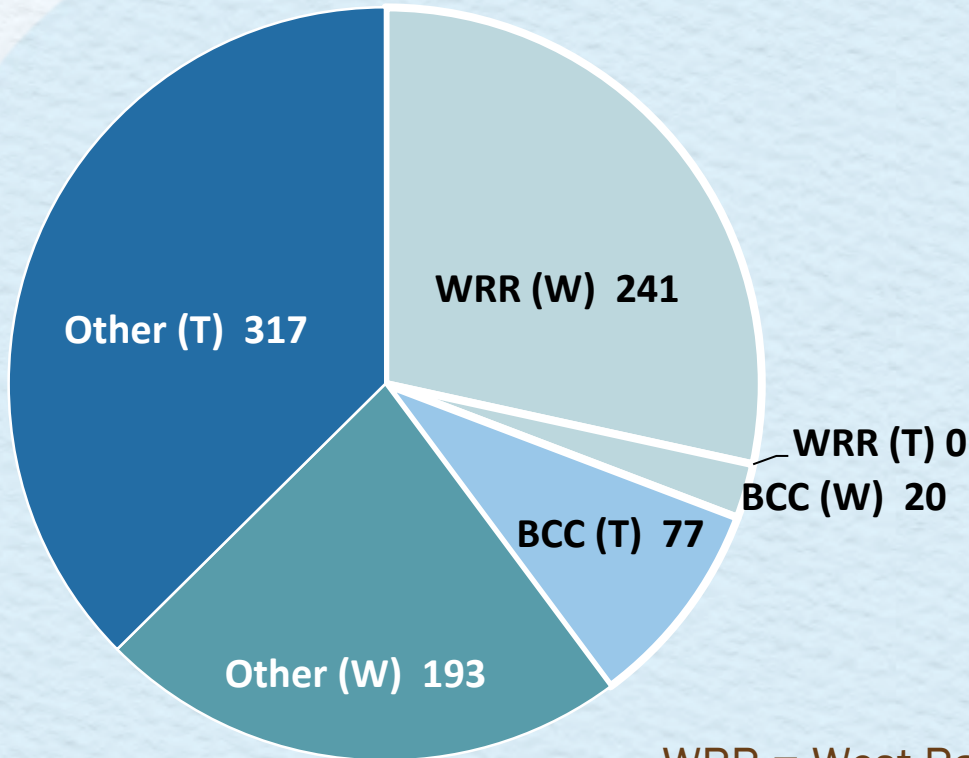


GP6: Meet Regional Responsibility for jobs and housing

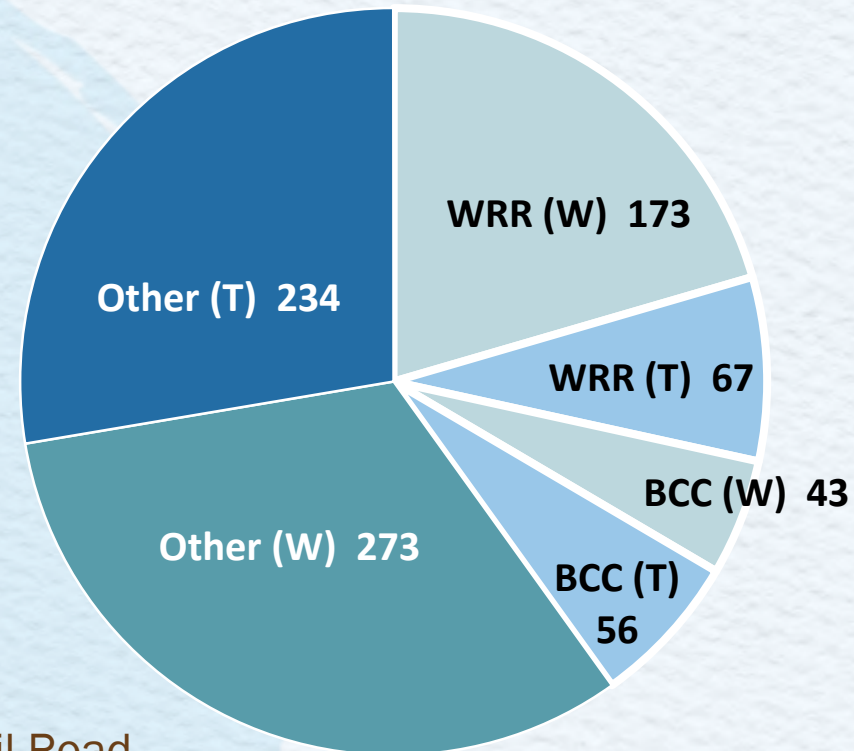


Total Acres Added

Boundary 1



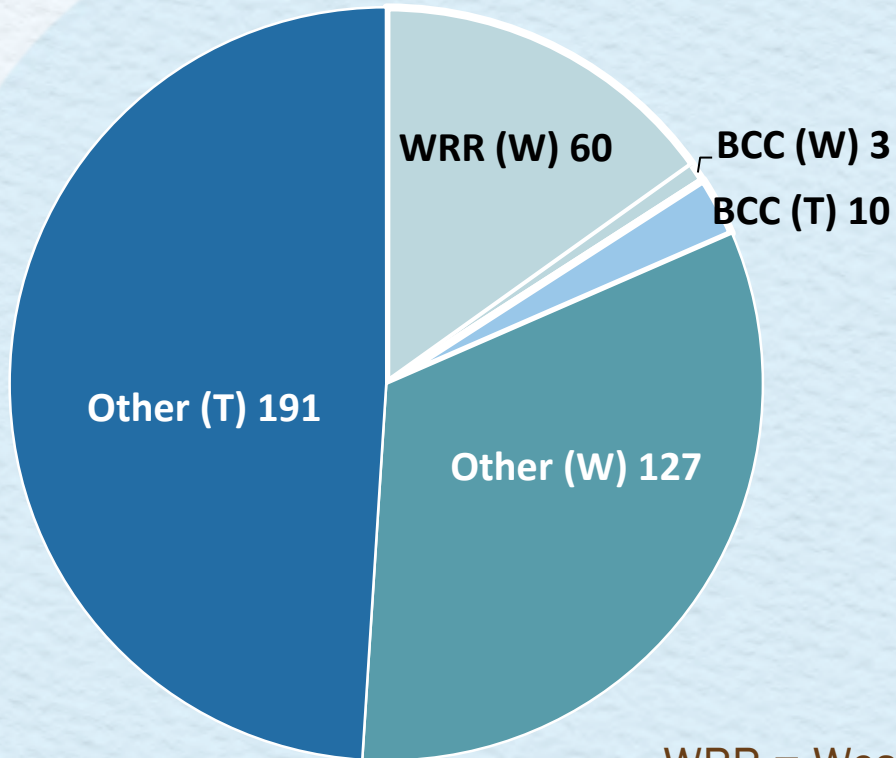
Boundary 2



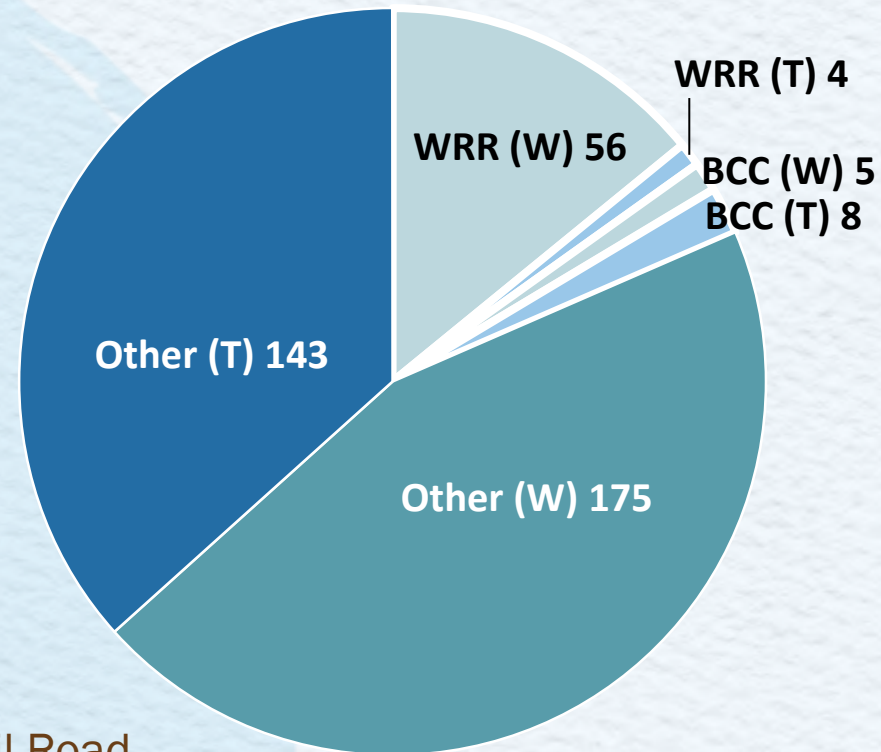
WRR = West Rail Road
 BCC = Basalt Creek Canyon
 Other = All other land within the study area

Developable Acres

Boundary 1



Boundary 2



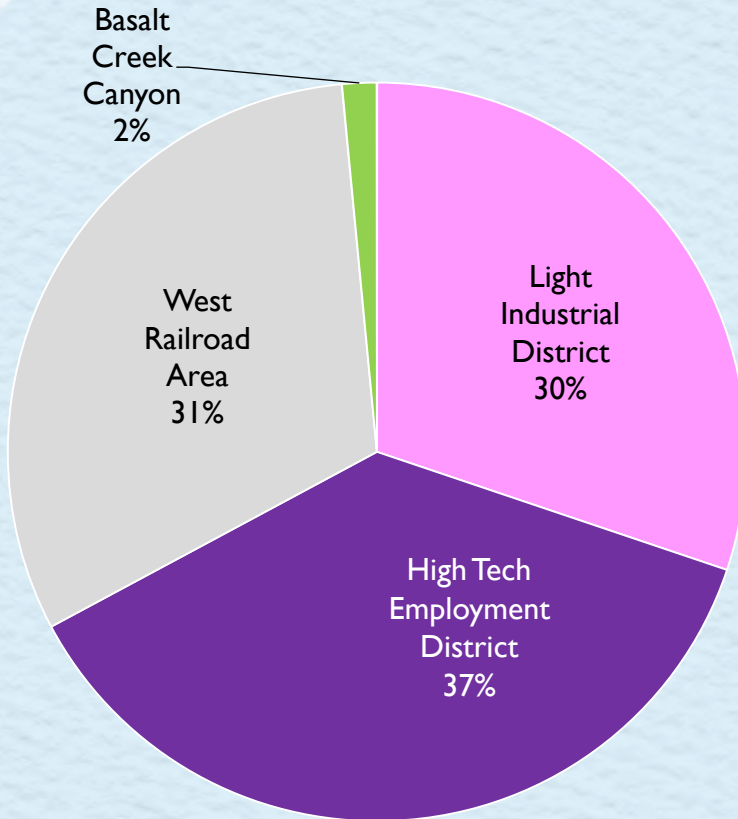
WRR = West Rail Road
 BCC = Basalt Creek Canyon

Other = Unconstrained developable land within the study area

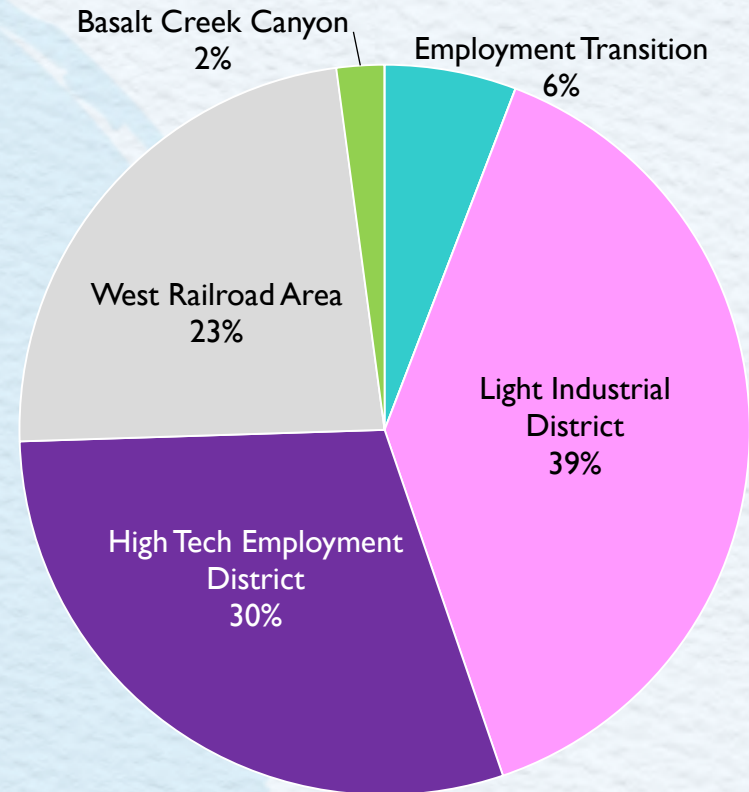
Wilsonville Land Use Mix

* % of developable acres

Boundary Option 1



Boundary Option 2

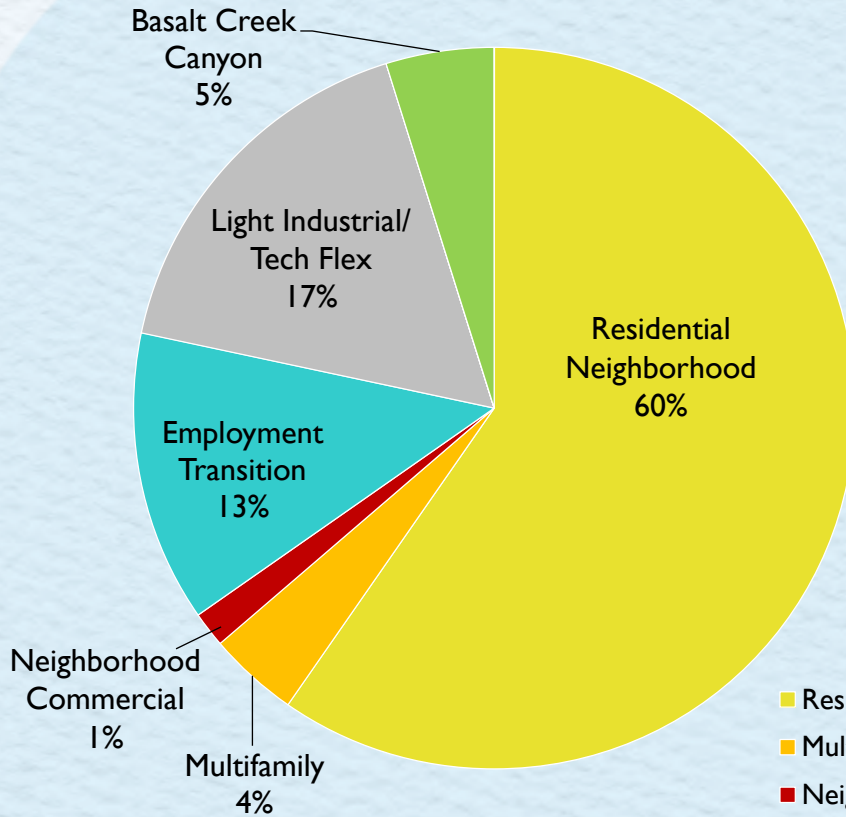


- Employment Transition
- High Tech Employment District
- Basalt Creek Canyon
- Light Industrial District
- West Railroad Area

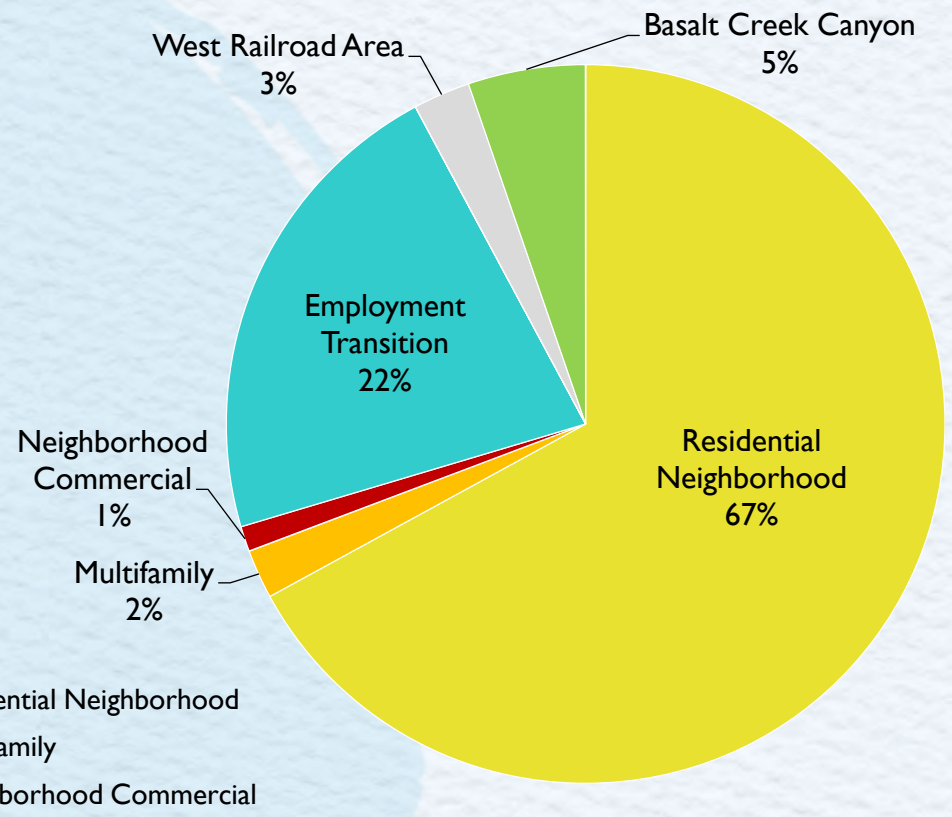
Tualatin Land Use Mix

* % of developable acres

Boundary Option 1

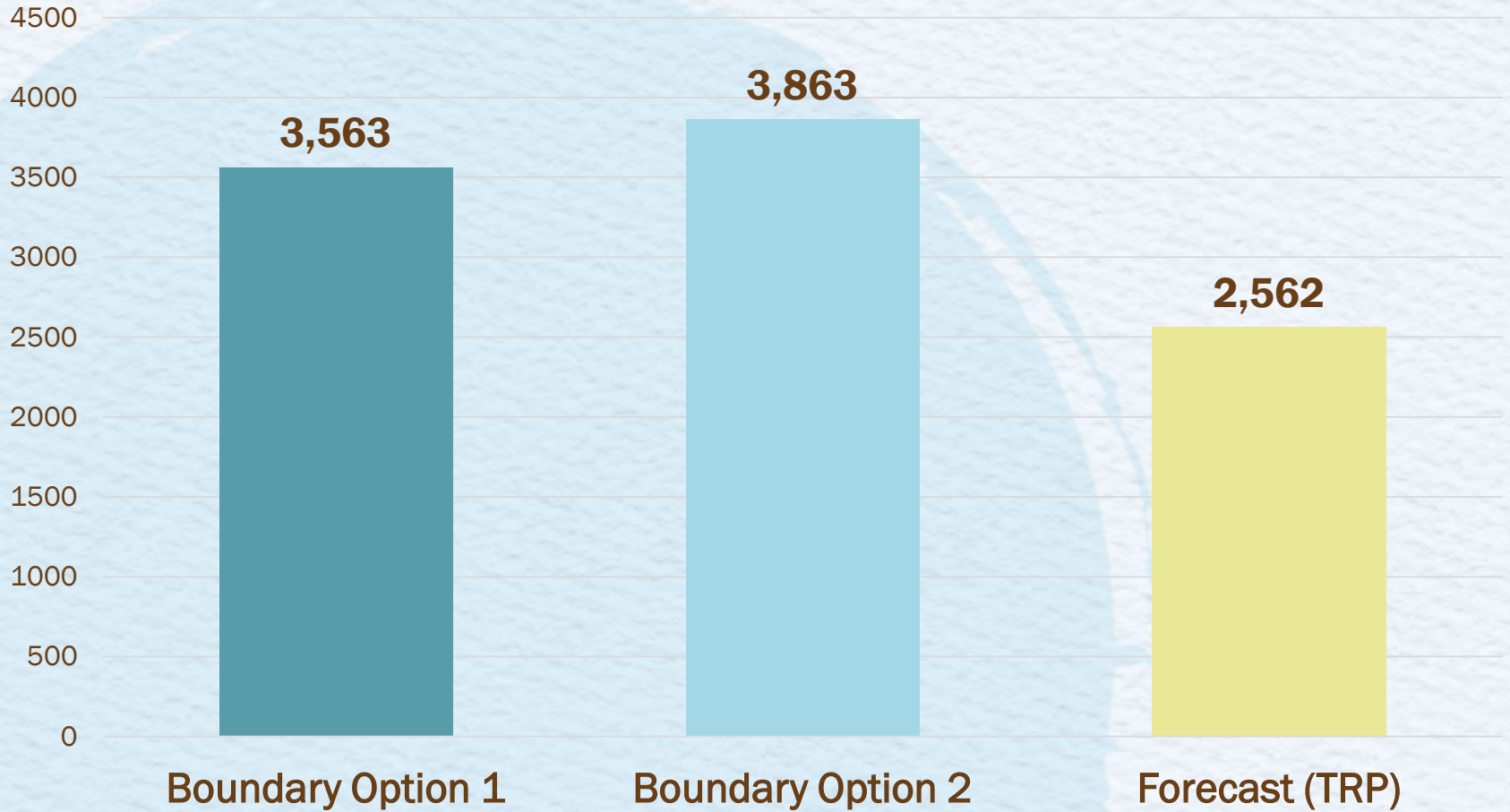


Boundary Option 2



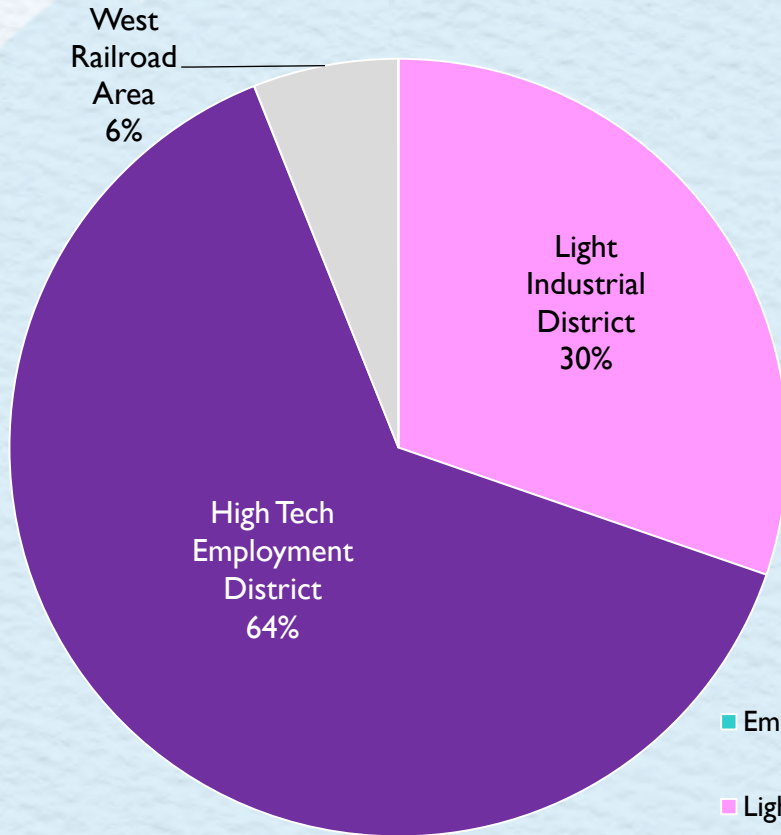
- Residential Neighborhood
- Multifamily
- Neighborhood Commercial
- Employment Transition
- Light Industrial/Tech Flex
- West Railroad Area
- Basalt Creek Canyon

Number of Jobs



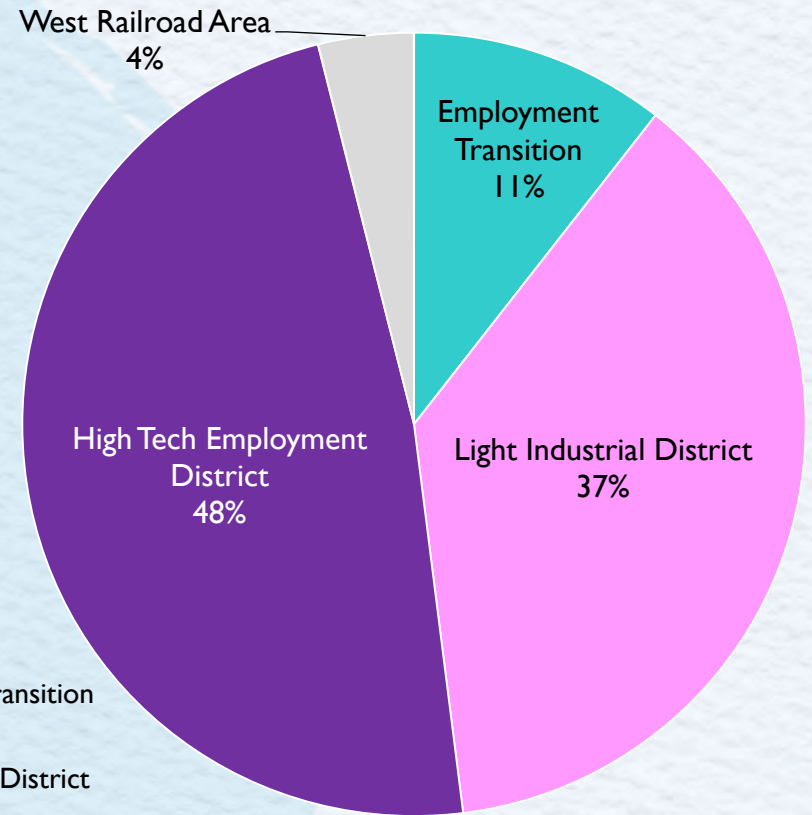
Wilsonville Employment

Boundary Option 1



Total Jobs: 1,974

Boundary Option 2

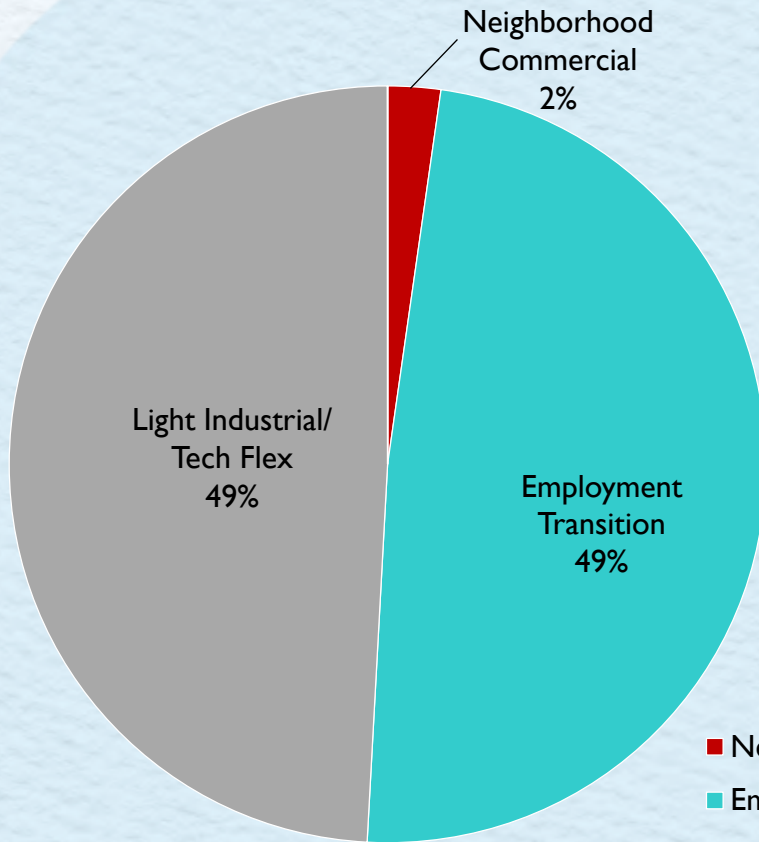


Total Jobs: 2,821

- Employment Transition
- Light Industrial District
- High Tech Employment District
- West Railroad Area

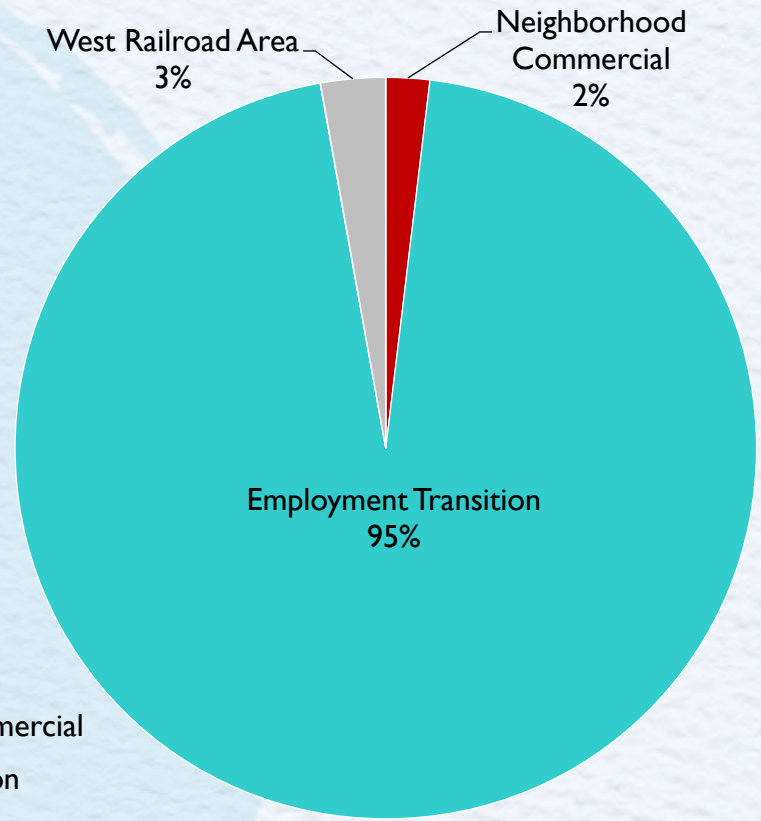
Tualatin Employment

Boundary Option 1



Total Jobs: 1,589

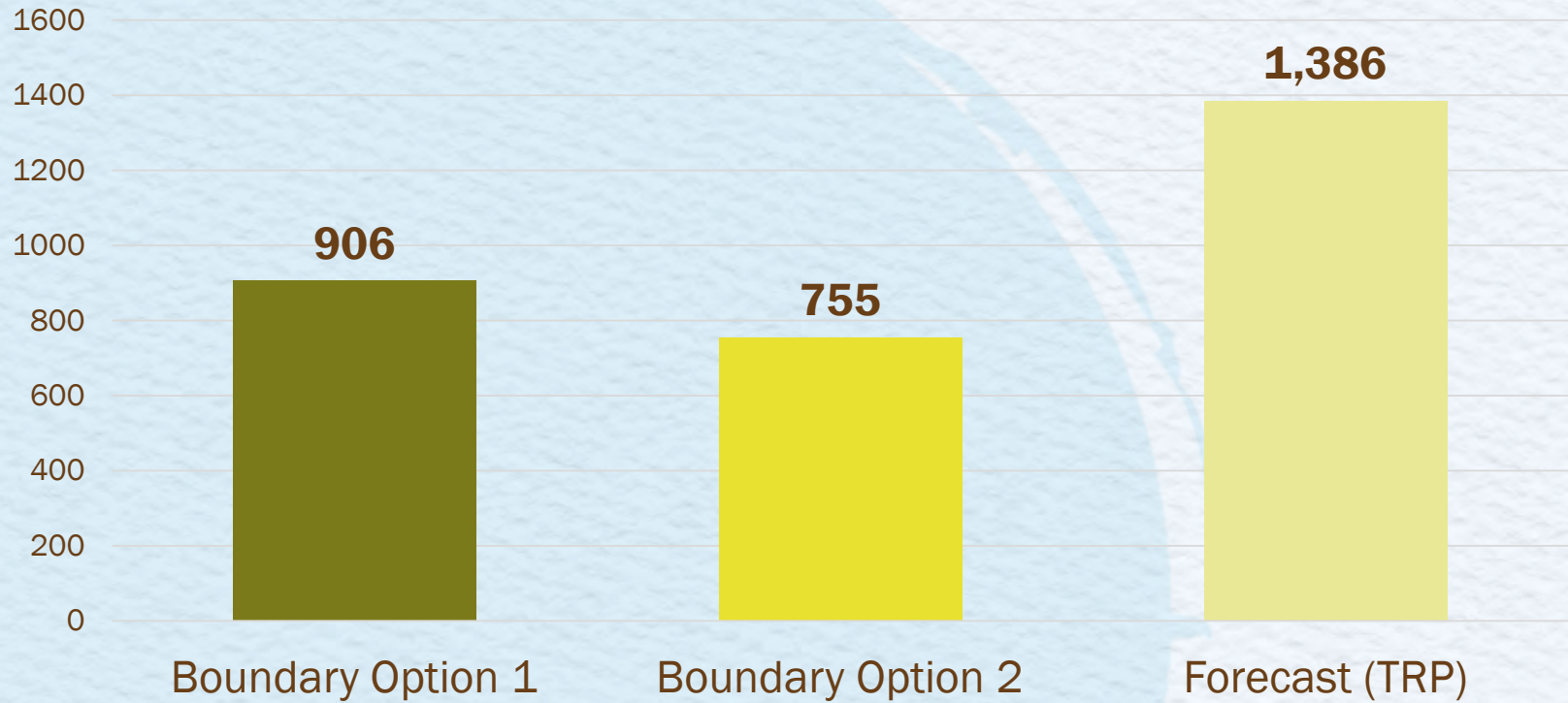
Boundary Option 2



Total Jobs: 1,042

- Neighborhood Commercial
- Employment Transition
- Light Industrial/Tech Flex
- West Railroad Area

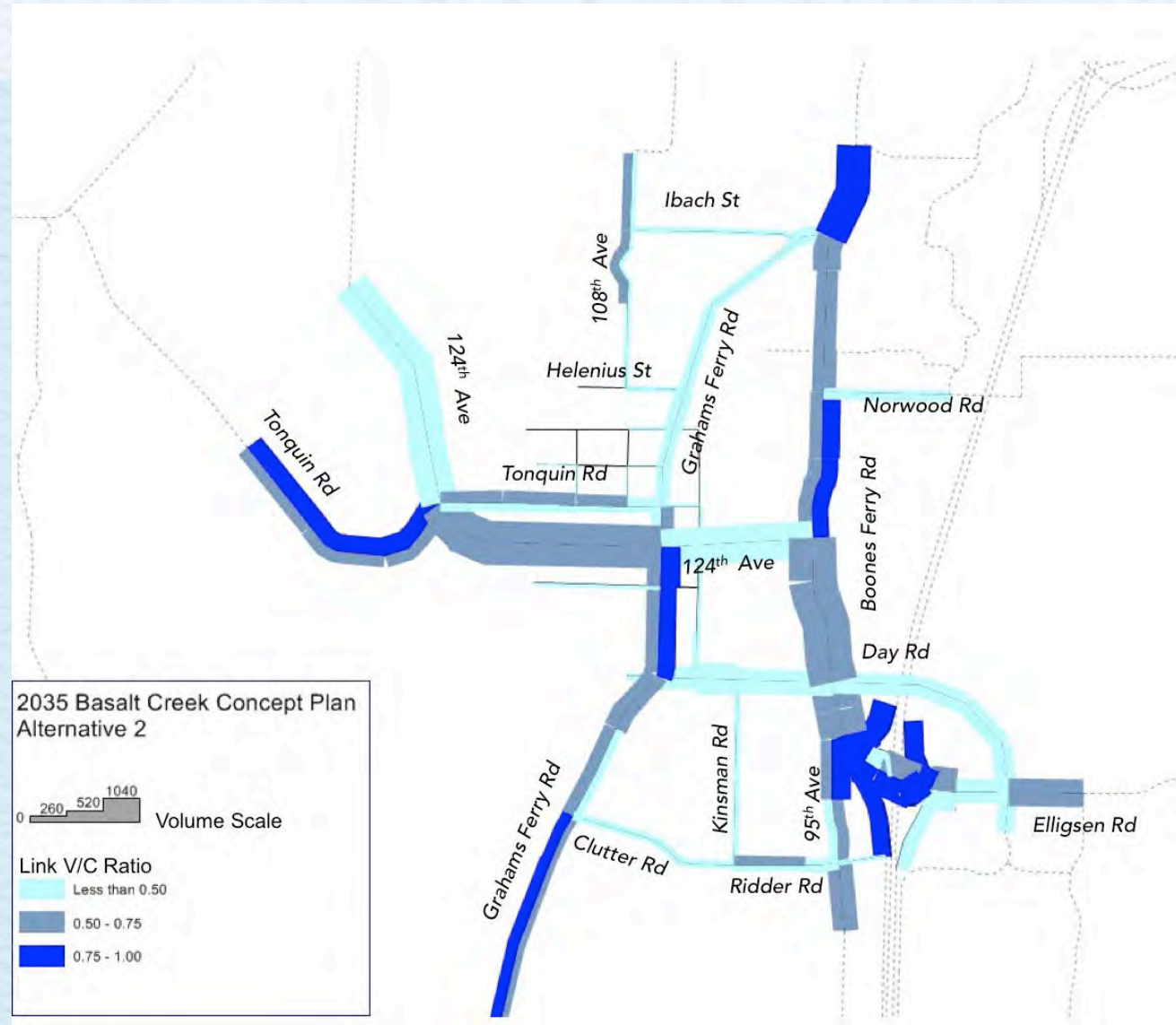
Households



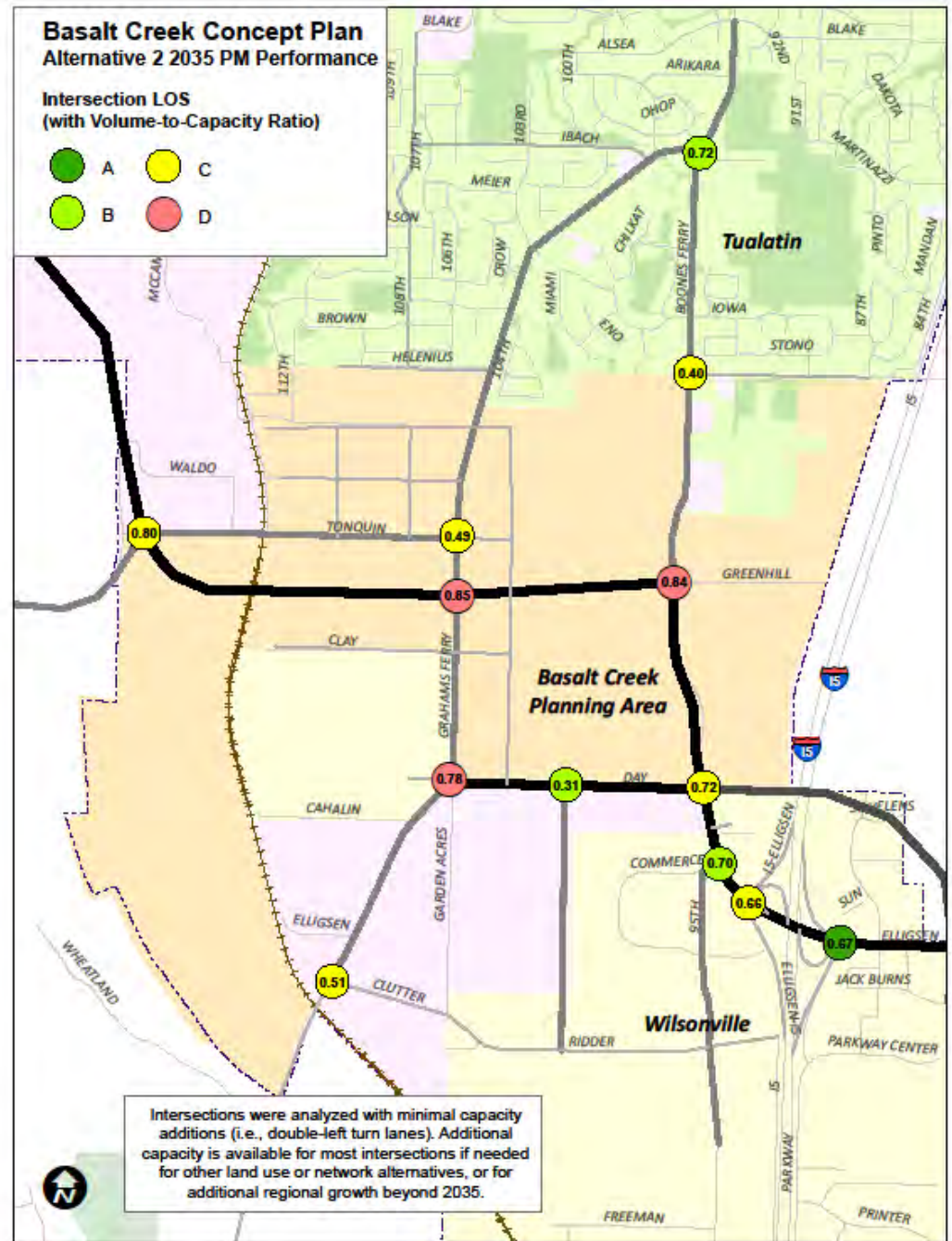
GP7: Design Cohesive and Efficient Transportation and Utility Systems



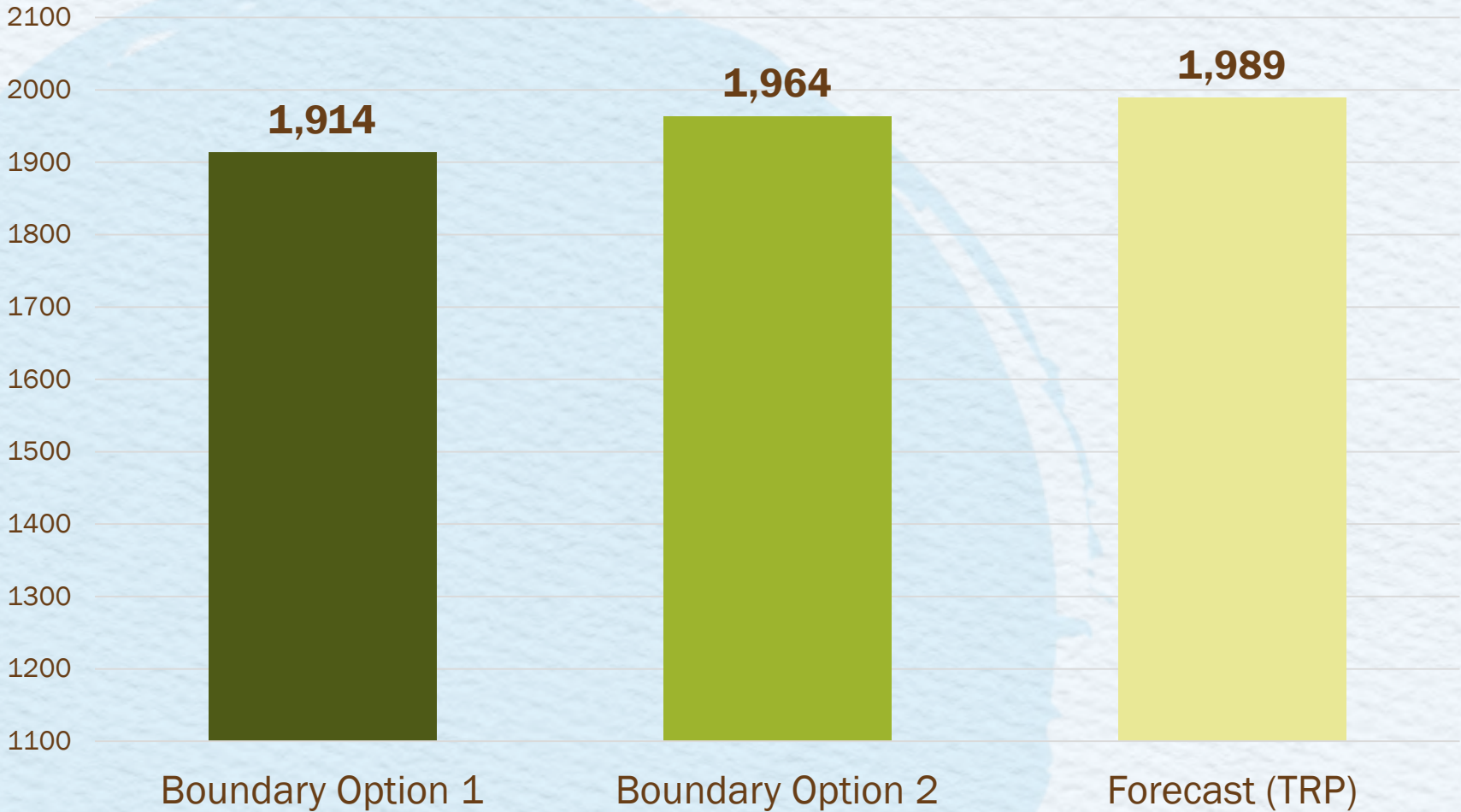
Transportation Performance



Transportation Performance



Total Trips



Transportation Costs and Revenue

City of Wilsonville

	Transportation Total Cost *	Developer Costs	TDT eligible costs	TDT Revenue	Revenue - Cost Difference
Boundary 1	\$ 9,953,000	\$ 4,942,000	\$ 5,011,000	\$ 7,962,000	\$ 2,952,000
Boundary 2	\$ 10,227,500	\$ 4,942,000	\$ 5,286,000	\$ 11,414,000	\$ 6,128,000

City of Tualatin

	Transportation Total Cost *	Developer Costs	TDT eligible costs	TDT Revenue	Revenue - Cost Difference
Boundary 1	\$ 6,453,000	\$ 4,942,000	\$ 1,511,000	\$ 12,348,000	\$ 10,837,000
Boundary 2	\$ 6,178,000	\$ 4,942,000	\$ 1,236,000	\$ 9,826,000	\$ 8,591,000

* Regional roads are not included in the cost estimate.

Sanitary Sewer Costs and Revenue

City of Wilsonville

	Sewer Total Cost*	Developer Costs	SDC eligible costs	SDC Revenue	Revenue - Cost Difference
Boundary 1	\$ 10,366,000	\$ 6,881,000	\$ 3,485,000	\$ 1,710,000	\$ (1,775,000)
Boundary 2	\$ 10,130,000	\$ 6,645,000	\$ 3,485,000	\$ 2,514,000	\$ (971,000)

City of Tualatin

	Sewer Total Cost*	Developer Costs	SDC eligible costs	SDC Revenue	Revenue - Cost Difference
Boundary 1	\$ 16,469,000	\$ 10,597,000	\$ 1,984,000	\$ 188,000	\$ (1,796,000)
Boundary 2	\$ 16,705,000	\$ 10,833,000	\$ 1,984,000	\$ 156,000	\$ (1,828,000)

* Does not include pump station O&M

Drinking Water Costs and Revenue

City of Wilsonville

	Drinking Water Total Cost	Developer Costs	SDC eligible costs	SDC Revenue	Revenue - Cost Difference
Boundary 1	\$ 5,470,000	\$ 4,450,000	\$ 1,020,000	\$ 941,000	\$ (80,000)
Boundary 2	\$ 7,408,000	\$ 6,180,000	\$ 1,228,000	\$ 1,395,000	\$ 167,000

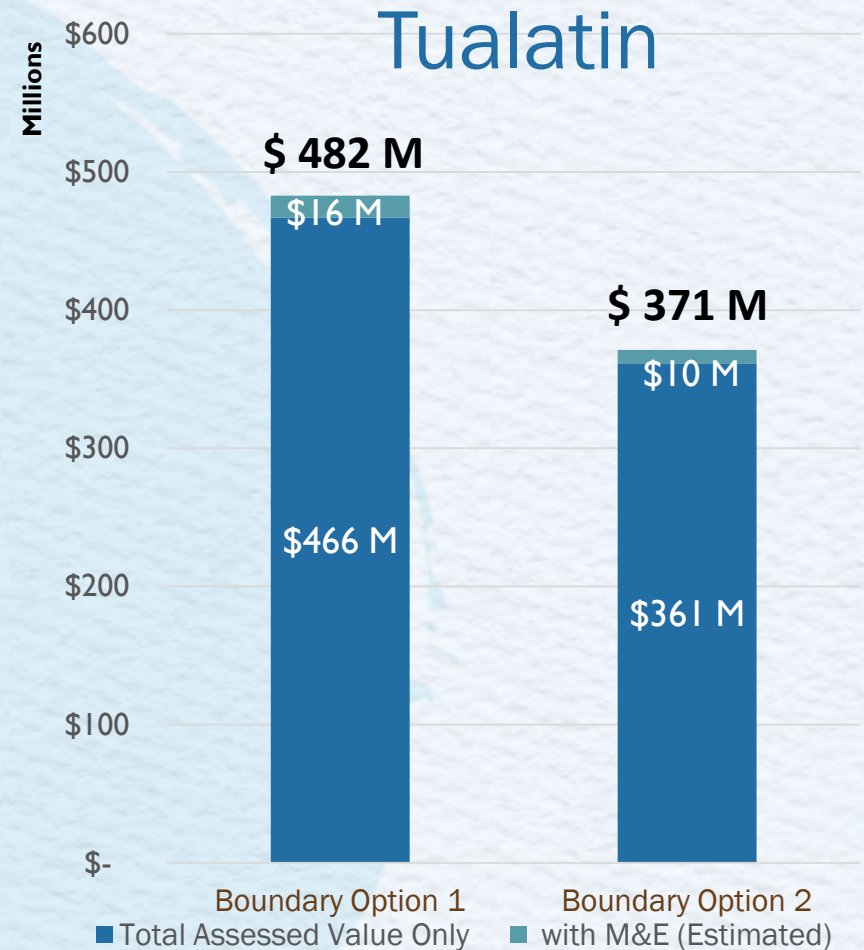
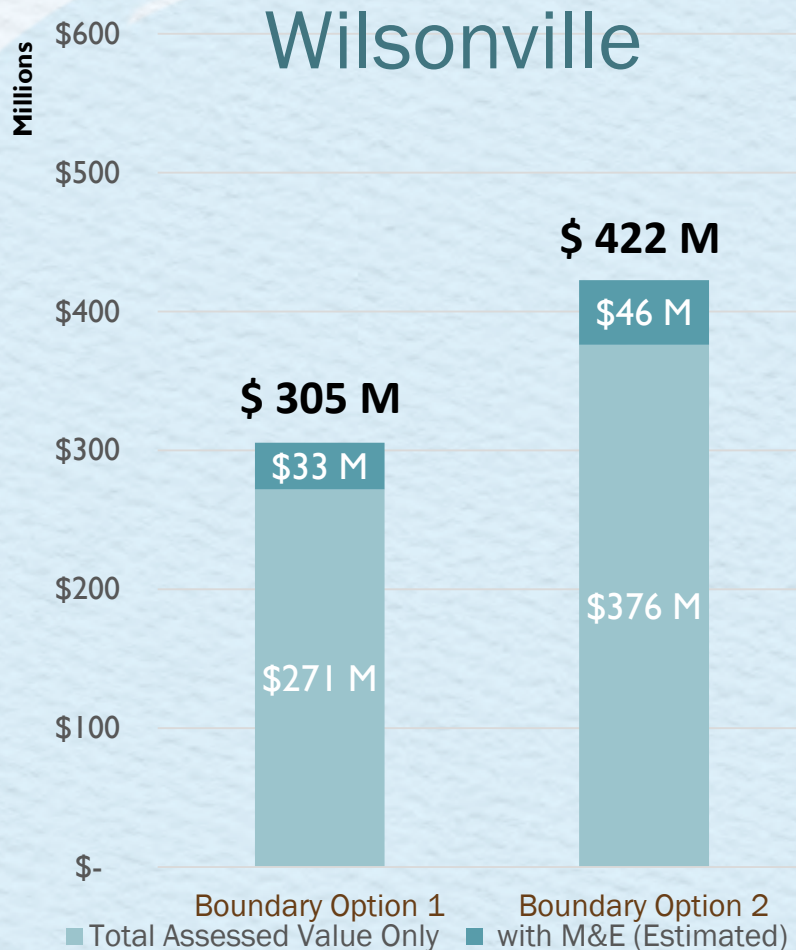
City of Tualatin

	Drinking Water Total Cost	Developer Costs	SDC eligible costs	SDC Revenue	Revenue - Cost Difference
Boundary 1	\$ 8,815,000	\$ 7,920,000	\$ 895,000	\$ 4,134,000	\$ 3,239,000
Boundary 2	\$ 6,995,000	\$ 6,100,000	\$ 895,000	\$ 3,194,000	\$ 2,299,000

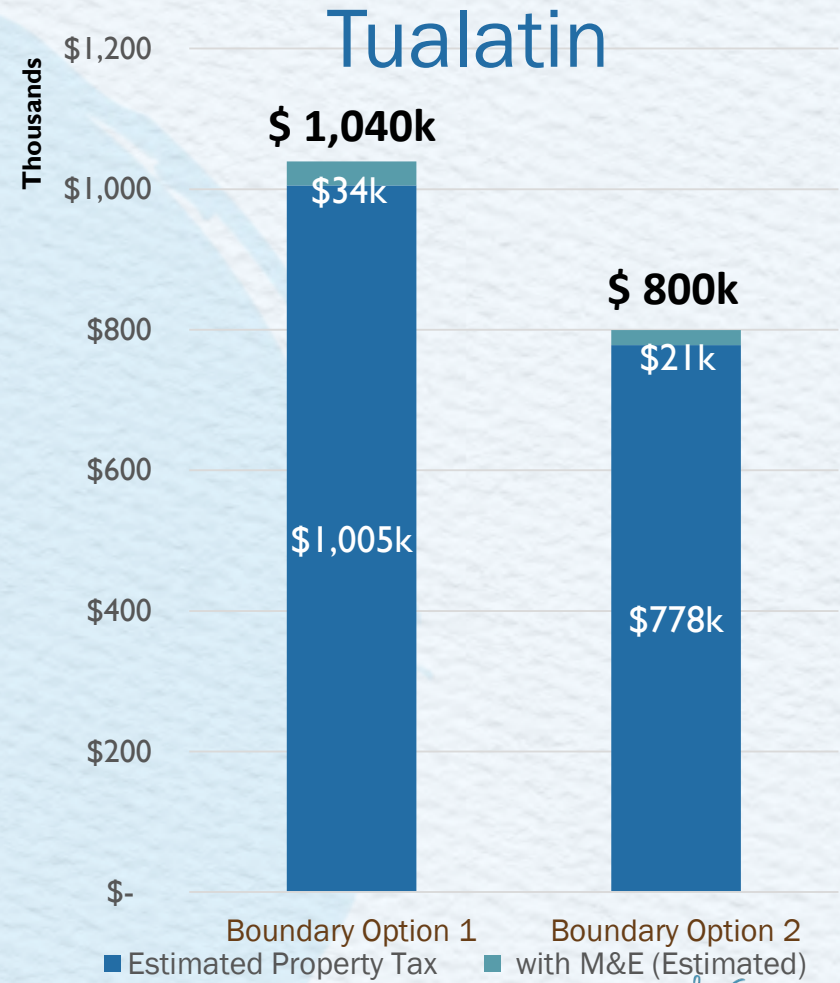
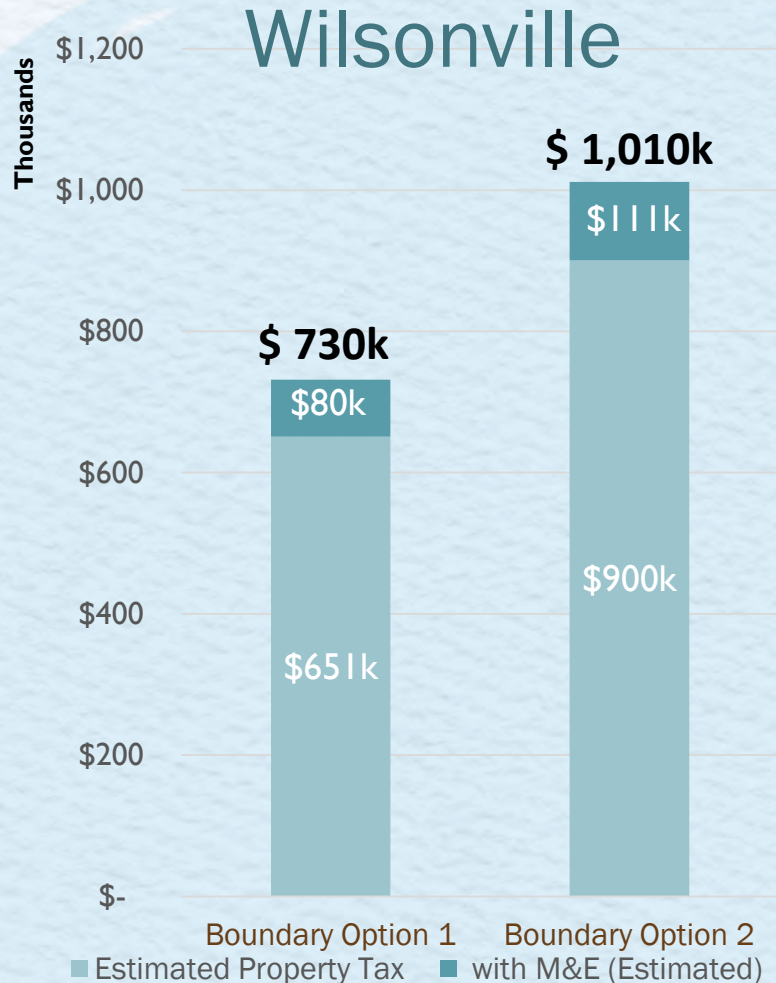
GP8: Maximize Assessed Property Value



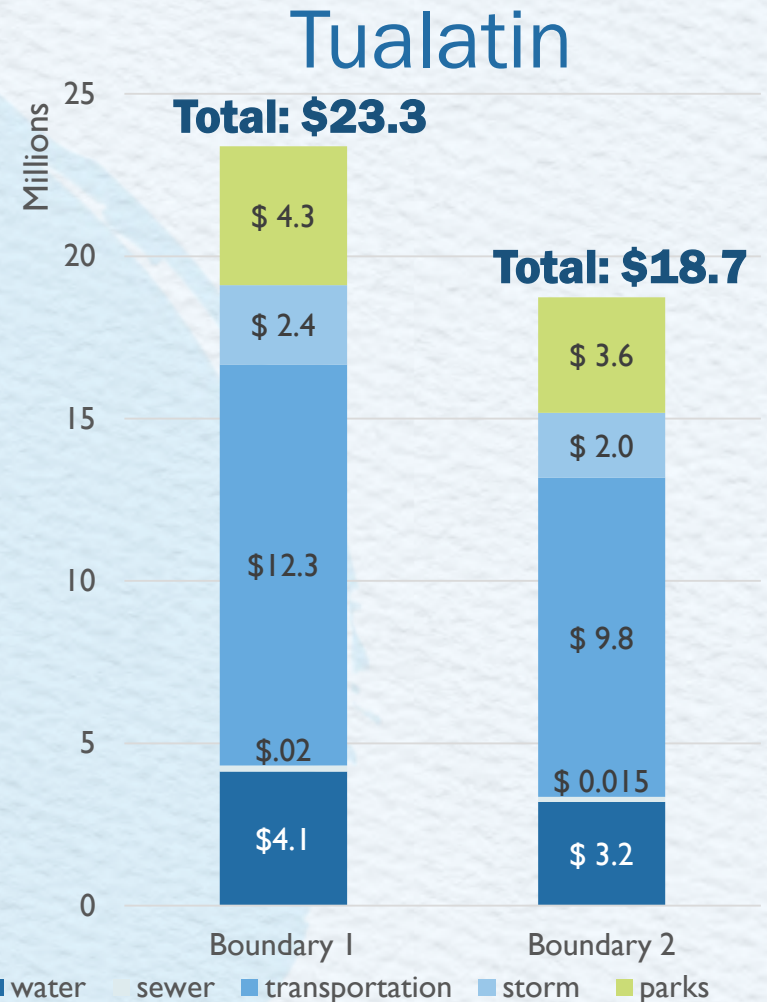
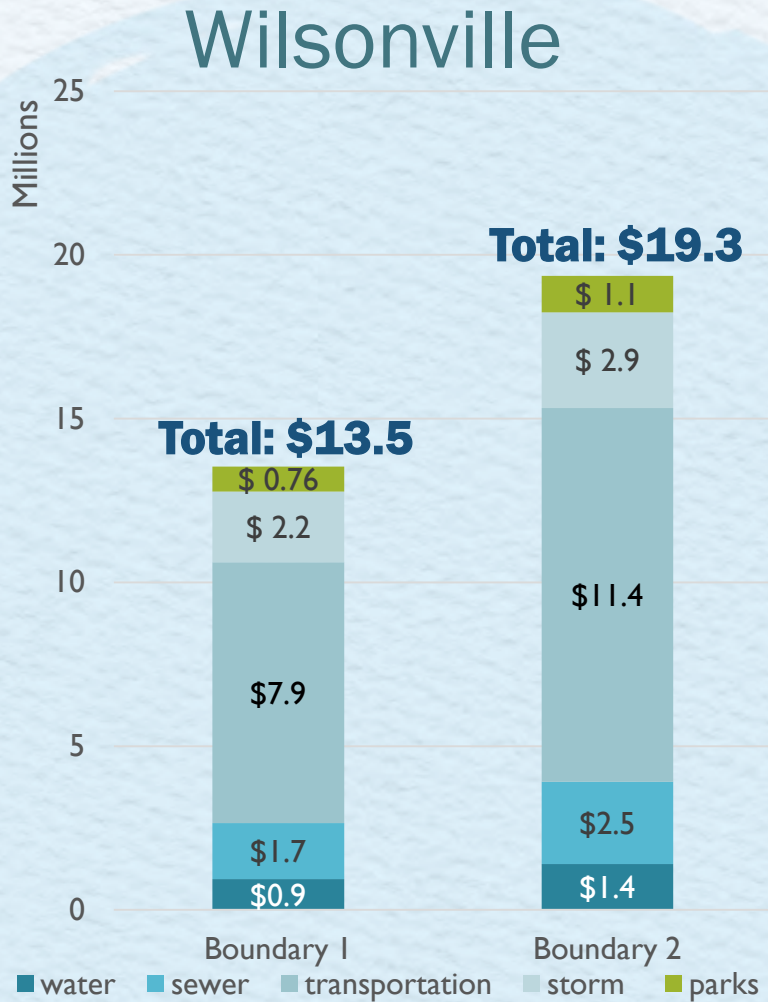
Assessed Value at Buildout



Annual Property Tax at Buildout



SDCs by Type at Buildout



Boundary Comparison

Indicators all dollar values shown in millions	Tualatin Option 1	Wilsonville Option 1	Tualatin Option 2	Wilsonville Option 2
Developable Acres	201 ac	190 ac	155 ac	236 ac
WRR & BCC Acres*	10 ac	63 ac	12 ac	61 ac
Unconstrained Dev. Acres	191 ac	127 ac	143 ac	175 ac
Households	906	36	755	75
Jobs	1,600	2,000	1,000	2,800
Assessed Value	\$483 M	\$305 M	\$371 M	\$423 M
City Property Tax	\$1.0 M	\$0.7 M	\$0.8 M	\$1.0 M
Sanitary (cost/revenue Δ)	\$ (1.8) M	\$(1.8) M	\$(1.8) M	\$(1.0) M
Water (cost/revenue Δ)	\$3.2 M	\$ (0.1) M	\$2.3 M	\$0.2 M
Transportation (cost/revenue Δ)	\$11.0 M	\$3.0 M	\$8.6 M	\$6.1 M
Stormwater (revenue)	\$2.4 M	\$2.2 M	\$2.0 M	\$3.0 M
Parks (revenue)	\$4.3 M	\$0.8 M	\$3.6 M	\$1.1 M

*highly constrained areas of the plan

Land Use Scenario Objectives

- A scenario designed around an implementable infrastructure plan
- Design principles focused on creating development forms reflective of the two cities
- Examine other boundary options that do not rely on the east west connector. Explore service agreements.
- Jurisdictional equity
- More residential for Tualatin in the north
- Consider creative solutions for transitions from employment to housing

Conclusions

- Each option meets all regional goals and constraints
- Both provide:
 - high-quality employment and housing opportunities,
 - innovative and appropriate transition areas between residential and employment uses,
 - responsiveness to the real estate market,
 - robust and efficient infrastructure systems, and
 - development that generally “pays its way.”
- Phasing considerations

Considerations

- Basalt Creek Canyon: assets and limitations
- West Railroad: constraints/low development potential
- Recognizes existing development
- Transitions: between residential and employment
and between the cities
- Creates the most complete cohesive community
- Move forward. Optimize the better option.

Next Steps

- Refine option based on Joint City Council feedback
- Public outreach
- Prepare draft final concept plan
- Draft and adopt plan amendments and reports in each city

Discussion & Questions

- What **indicators or criteria** are a top priority in creating the preferred alternative?
- What **land uses** should be included in the preferred alternative?
- What **boundary option** should be included in the preferred alternative?



OFFICIAL MINUTES OF THE SPECIAL JOINT CITY OF TUALATIN AND CITY OF WILSONVILLE WORK SESSION FOR JUNE 17, 2015

Present: Mayor- Tualatin Lou Ogden; Mayor-Wilsonville Tim Knapp; Council President- Tualatin Monique Beikman; Council President- Wilsonville Scott Starr; Councilor- Tualatin Joelle Davis; Councilor- Tualatin Wade Brooksby; Councilor- Tualatin Frank Bubenik; Councilor- Tualatin Nancy Grimes; Councilor- Tualatin Ed Truax; Councilor- Wilsonville Susie Stevens; Councilor- Wilsonville Charlotte Lehan; Councilor- Wilsonville Julie Fitzgerald

Staff Present: City Manager- Tualatin Sherilyn Lombos; City Attorney- Tualatin Sean Brady; Planning Manager- Tualatin Aquilla Hurd-Ravich; Deputy City Recorder- Tualatin Nicole Morris; Associate Planner- Tualatin Cindy Hahn; Assistant City Manager- Tualatin Alice Cannon; City Engineer- Tualatin Jeff Fuchs; Accounting Supervisor- Tualatin Matthew Warner; Planning Director-Wilsonville Chris Neamtzu; Community Development Director-Wilsonville Nancy Krausharr; Long Range Planning Manager- Wilsonville Miranda Bateswchell; Development Engineering Manager- Wilsonville Steve Adams; City Attorney- Wilsonville Mike Kohlhoff; City Manager-Wilsonville Bryan Crosgrove

Attendees: John Fregonese, Leila Aman, Erica Smith, Mark Anderson, Kelli Walters, Ray Delahanty, Matthew Craigie, Brian Vanneman, Andy Braun

A. CALL TO ORDER

Mayor Ogden called the meeting to order at 6:00 p.m.

The Councils introduced themselves.

B. PRESENTATION AND DISCUSSION

Mayor Knapp encouraged Consultant Fregonese to not spend time going through the PowerPoint as both Council's had already received the information. He would like the focus tonight to be on the Councils discussing the options.

Consultant Fregonese briefly recapped the presentation. He noted two boundary options have been established with each having a mix of different land use scenarios. Constraints for the area were reviewed and he recommended the West Railroad area is set aside from tonight's considerations. Developable acres, land use mixes, jobs and employment types, transportation and trips, sewer and water costs, and assessed value were recapped. Consultant Fregonese noted each boundary option meets regional goals and constraints while providing high quality employment, housing opportunities,

appropriate transitions, responsiveness to real estate markets, efficient infrastructure systems, and development that pays for itself. The next steps for both Councils is to refine the options, conduct public outreach, prepare draft and final concept plans, and adopt plan amendments. Consultant Fregonese opened discussion for the Councils asking them to consider the criteria that was set forth while working toward their preferred alternatives.

Mayor Knapp stated Wilsonville had discussed these options and concluded they are highly interested in high paying jobs through a uniquely attractive industrial sector. He expressed their concerns regarding the ability to cluster industries together in options presented tonight. Mayor Knapp also noted the concept of equity needs to be defined in these cases. Wilsonville Council also discussed previously their concerns with cross jurisdictional uses of sewer.

Mayor Ogden asked the group to consider if the current objectives still accurately reflect where each City stands in the process.

Mayor Knapp requested high value jobs be added to the list of values.

Councilor Davis requested environmental protections of natural resources in the Basalt Creek area be added to the list.

Consultant Fregonese stated options presented tonight are not plans but models. Innovative uses will be further encouraged in the planning stage as the process currently is in the testing and measuring stage.

Council President Starr stated he is not interested in moving forward with Option One as presented. He concurred with Consultant Fregonese in setting the West Railroad area aside during this process. He would like to focus on making infrastructure and revenue more equitable for both cities. Council President Starr expressed his concern with the potential cost to upgrade the interchange at Elligsen with increased traffic into that area from the Basalt Creek planning area. Consultant Ray Delante, DKS stated the intersection was studied and the upgrades have been included in the modeling.

Councilor Fitzgerald stated she would like to preserve the natural resources in the area while optimizing its value to future residential and employment sectors.

Mayor Ogden wants to focus less on proposed uses as they will be further studied during the comprehensive planning process. He would like to focus on preserving the capacity of the infrastructure and natural resources while recognizing and respecting the desired uses of the other city.

Council President Beikman agreed with Mayor Knapp in further defining the term "equity" for each city. She would like to clearly lay out high priorities for each city and work on which option meets those needs.

Consultant Fregonese stated each city may need to set the numbers aside and do what feels best for each community. He asked Consultant Mark Anderson to address the cross jurisdictional concerns with the sewer extension. Consultant Anderson stated it is not uncommon to have cross jurisdictional boundaries for utilities. The gross costs for different alternatives were evaluated and a measurable savings in the cost of infrastructure was noted when sewer flows in a direction that crosses jurisdictional

boundaries. He stated a shared service is the most cost effective way to serve the area.

Councilor Lehan expressed she is less concerned with equity and more concerned in producing an overall good plan. She stated Wilsonville made a commitment to the region to make this area a significant job generating area and it is highly important to stick to that promise. Councilor Lehan added she believes Wilsonville does not have the capacity to support residential in the area.

Council President Beikman stated Tualatin made assurances to Metro that the residential neighborhoods in the area would be appropriately buffered.

Mayor Ogden asked if there were potential options for sewer services where Tualatin provided services to Wilsonville. Consultant Anderson reviewed the map pointing out sewer service locations and who the providers would be in each scenario. He noted the scenario where 15% of the total sewer flow heads into Tualatin and 35% of the flow into Wilsonville would save 2.5-3 million dollars.

Mayor Knapp expressed concerns with the phasing and timing of sewer services. He stated Wilsonville would not need to phase as quickly as Tualatin as the industrial area would grow slower than the residential area.

Consultant Matt Craigie spoke to the residential and industrial markets for both cities. He noted Tualatin has a high demand for residential. The industrial market with a build to suite style building is very strong.

Mayor Knapp expressed concern over upfront cost of sewer with a uncertain return since the industrial area in Wilsonville will take longer to build out than residential in Tualatin.

Clean Water Services representative Andy Braun stated the cross jurisdictional approach is the most cost effective for all parties. He stated Clean Water Services would assist Wilsonville in the laying of the gravity line as it would offset the long term cost associated with having to build pump stations.

Mayor Knapp stated his concern with option one is the new developable acres skews towards Tualatin. The imbalance in developable acres feels inequitable to him. The option also does not allow for clustering in the industrial area. He would like to see more similar uses along the connector roads as well. Option Two in his opinion finds more balance in his areas of concern.

Council President Starr would like to see a better balance between assessed value and taxes. He sees Option Two as a better base to work from.

Mayor Ogden stated assessed value is not a good measure of equity as it does not take into account the cost of services. He sees developable acres as a better measure.

Councilor Lehan agreed with Mayor Knapp in the fact that she would like to see a larger block of land to accommodate industrial clustering. She wants more light industrial area and less employment transition.

Councilor Stevens would like to see the boundary moved down in Option One. It gives Tualatin more developable acres for residential while creating a buffer of mixed use. The moving of the line down offers Wilsonville the industrial clustering they desire. She noted if the area is designed well the natural areas can then be used to create the needed

buffers.

Councilor Davis's main point of interest in the planning process is the Basalt Creek canyon and wetlands. She is concerned with the citizens who live along the canyon and would like to see them as Tualatin residents. She sees uniform jurisdiction in the area, by one city, as the best option for the canyon area.

Council President Beikman stated Tualatin selected Option One as the best option. It allows Tualatin the ability to properly buffer the current residential areas. She also is interested in setting the West Railroad area aside.

Mayor Knapp expressed concern with new residential construction in Tualatin putting additional pressure on Wilsonville's road system.

Councilor Bubenik noted Boones Ferry Road is a County road. He added improvements would be made to this section of road when the 124th Street extension is completed.

Mayor Ogden asked the Tualatin Council how important the canyon is to them. Consensus amongst the Tualatin Council was the canyon as a whole would be in Tualatin's jurisdiction.

Councilor Lehan agreed the canyon needs to be looked at as whole and whoever has jurisdiction needs to have overlay protections in place to protect the wetlands.

Councilor Davis wants the canyon residents to feel a sense of community, which would only be accomplished if they all resided in one jurisdiction.

Council President Starr asked how the West Railroad area became part of this process.

Council President Beikman stated she was under the impression Wilsonville asked to have the area included in the study. Wilsonville Planning Director Chris Neamtzu stated he believed Tualatin staff expressed interest in the area and asked it be discussed during the comprehensive planning process. City Manager Lombos clarified Metro asked the area be included as part of the overall planning process. She added Tualatin currently has no interest in including the West Railroad area in their jurisdiction.

Consultant Fregonese summed the conversation stating consensus was reached on the Basalt Creek Canyon being in Tualatin's jurisdiction and with staff to work out the boundary on the west end using the Council's conversation as a guideline.

Mayor Knapp noted the offset in acreage will still need to be addressed.

City Manager Crosgrove asked what it would take to put the land into productive capacity. He also noted it is important to Wilsonville to offer high quality development and high paying jobs.

Mayor Knapp requested the consultants look at relocating the jurisdictional boundary as he feels the road is not the best solution.

Mayor Ogden expressed concerns and took issue with the amount of unconstrained developable acres in Option Two. He also had concern with Wilsonville having a net

negative financial impact for services. He would like both of these items balanced.

Councilor Truax stated it is important for the plan to make sense for both communities while being fiscally responsible in the end. He wants the land for both communities to be profitable in the sense that it pays for itself.

C. ADJOURNMENT

Mayor Ogden adjourned the meeting at 8:10 p.m.

_____ / Nicole Morris, Recording Secretary



MEETING NOTICE AND AGENDA

JOINT CITY OF TUALATIN AND CITY OF WILSONVILLE COUNCIL WORK SESSION



Basalt Creek Concept Plan
Joint Meeting #3

Wilsonville City Hall-Council Chambers
29799 SW Town Center Loop E
Wilsonville, Oregon 97070

December 2, 2014
6:00 p.m.

Purpose

- Update Tualatin and Wilsonville Councilors on the current status of the project
 - Present Base Case Scenario and evaluation results
 - Provide input to two alternative scenarios
-

A. **CALL TO ORDER**

B. **WELCOME AND INTRODUCTIONS**

C. **PRESENTATIONS**

1. Project Update
2. Building the Base Case
3. Scenario Development
4. Base Case Scenario
 - a. Transportation
 - b. Land Use
 - c. Wet Infrastructure

D. **ROUNDTABLE DISCUSSIONS**

1. Discussion: After hearing about the Base Case Scenario, what elements should the project team consider including in two additional alternative scenarios?

E. **NEXT STEPS**

F. **ADJOURNMENT**



MEMORANDUM

CITY OF TUALATIN

CITY OF WILSONVILLE



TO: Honorable Mayors and Members of the City Councils

THROUGH: Sherilyn Lombos, Tualatin City Manager, and Bryan Crosgrove, Wilsonville City Manager

FROM: Alice Cannon, Assistant City Manager, and Cindy Hahn, Associate Planner, Tualatin
Chris Neamtzu, Planning Director, and Miranda Bateschell, Planning Manager, Wilsonville

DATE: 12/02/2014

SUBJECT: Basalt Creek Concept Plan Project – Joint Work Session Discussion with the City of Tualatin and Wilsonville Mayors and Councils

ISSUE BEFORE THE COUNCIL:

The purpose of tonight's meeting is:

- Update Tualatin and Wilsonville Councilors on the current status of the project
- Present the Base Case Scenario and evaluation results
- Provide input to staff to create two alternative scenarios

Tonight's presentation is included as an attachment.

EXECUTIVE SUMMARY:

Project Update

At the last individual Council briefings in September, staff and the consultant team shared the land suitability analysis identifying areas of the Basalt Creek planning area that are most suitable for development based on natural and man-made constraints, parcel size, slope, and various other factors. After completing the land suitability analysis, staff started to look at the type of land use that might be most suitable in different parts of the planning area, and how those land uses might be served by roads and wet infrastructure (sewer, storm, water). Other tasks that went into developing the Base Case Scenario include:

- identifying land uses that might be appropriate in the area
- sketching in a conceptual local road network
- overlaying conceptual wet infrastructure (sewer, storm, water)
- evaluating the scenario for impacts on transportation and public utility systems
- identifying a base case jurisdictional boundary between Tualatin and Wilsonville; for simplicity sake, this boundary is located along the East-West Arterial as discussed in the 2004 Metro ordinance.

Base Case Scenario and Evaluation Results

The Base Case Scenario includes a range of land uses such as light industrial and warehousing, office park, industrial tech/flex space, single-family residences, townhomes and apartments, neighborhood commercial, and undeveloped natural areas. A base case jurisdictional boundary, as well as local roads, were included so that a preliminary design for wet infrastructure, which usually follows road right-of-way, could be developed.

New households, jobs and trips generated in the Transportation Refinement Plan and the Urban Growth

Report were used at guides or “sideboards” in choosing different land uses for the planning area. The Base Case Scenario results in substantially fewer new households and substantially more jobs than either the Transportation Refinement Plan forecast or the Urban Growth Report forecast. The number of new trips, while on the high end of the range, is within the range of growth anticipated by Metro forecasts and a bit lower than the Transportation Refinement Plan forecast. Staff has confirmed with Metro that a lower number of households than in the forecast is acceptable.

In the Base Case, potable water and sewer infrastructure are laid out so that Tualatin and Wilsonville provide these services to their parts of the planning area, with a jurisdictional boundary following the East-West Arterial as discussed in the 2004 Metro ordinance. Stormwater is designed to flow with gravity and drains to Wilsonville. The Base Case Scenario offers a starting point for discussions about infrastructure services, costs, and jurisdictional boundary.

Preliminary cost estimates for the Base Case infrastructure, including sewer, stormwater and potable water, are \$44.6 million for Tualatin and \$32.4 million for Wilsonville. These cost estimates provided in the attached presentation do not include all existing system upgrades that might be needed for water and stormwater, or operation and maintenance costs for any of the wet infrastructure systems. The estimates are at a very conceptual level for comparative purposes. Staff and consultants will be available at the meeting to answer more detailed questions about costs.

Alternative Scenarios

In order to create two additional alternative scenarios, the project team needs input from the Councils on the following:

- Feedback or questions on the Base Case Scenario, and
- Input on changes in the Base Case to evaluate in the alternative scenarios.

Next Steps

Another Joint City Council meeting is planned for February 2015, followed by a public open house to discuss alternative scenarios in March.

Attachments: [PowerPoint](#)

Joint Council Meeting #2

December 2, 2014



Agenda

I. Project Update

II. Building the Base Case

III. Base Case Scenario

a) Land Use

b) Transportation

c) Wet Infrastructure

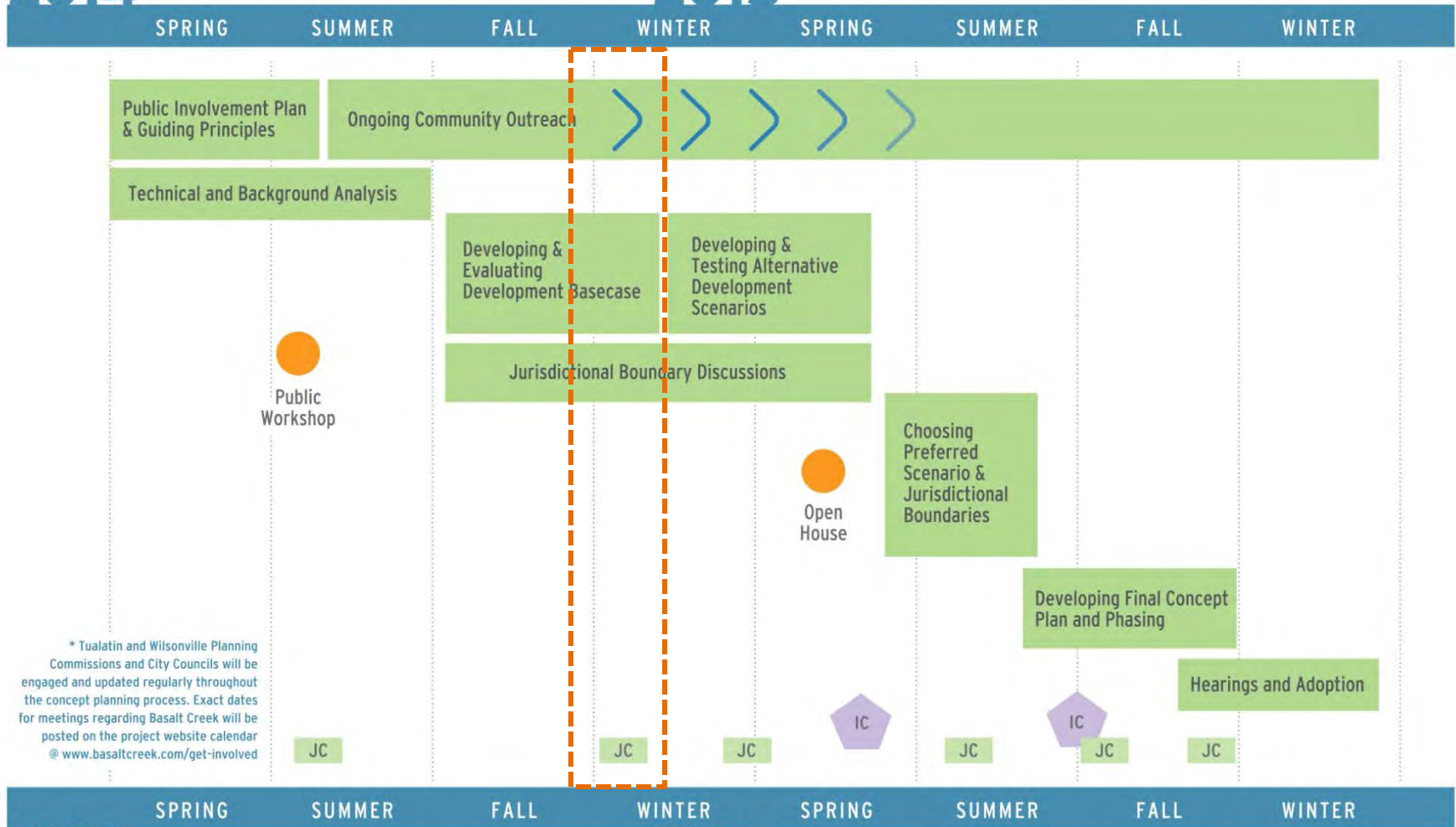
IV. Next Steps

V. Discussion

Project Update

2014

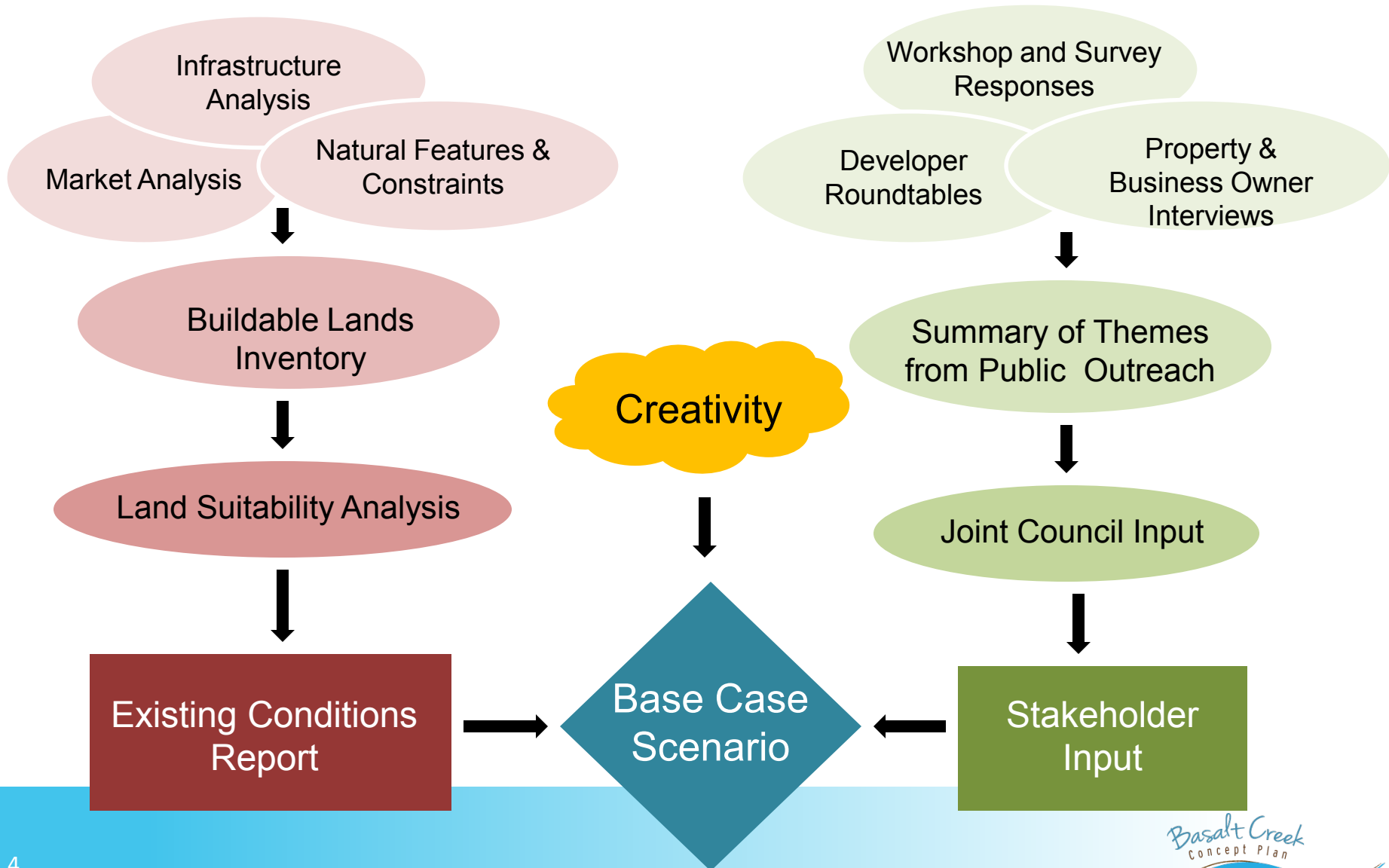
2015



* Tualatin and Wilsonville Planning Commissions and City Councils will be engaged and updated regularly throughout the concept planning process. Exact dates for meetings regarding Basalt Creek will be posted on the project website calendar @ www.basaltcreek.com/get-involved

JC = Joint Council Meetings
IC = Individual Council Meetings

Building the Base Case



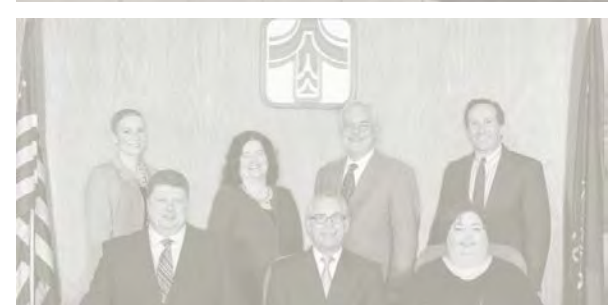
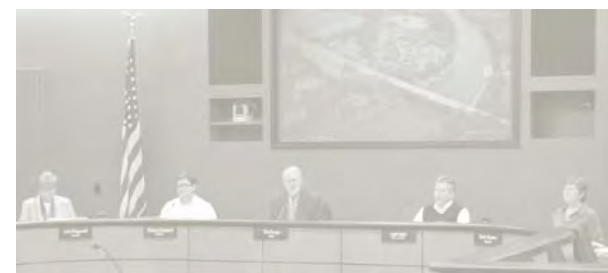
Base Case Objectives



- Design principles focused on conventional land uses types
- Started with the regional forecast and adjusted to be more employment focused
 - Understand impacts on the transportation system and trip sideboards
- Develop an initial city boundary, based on Metro ordinance
 - Understand infrastructure cost and service implications

Building the Base Case Stakeholder Input

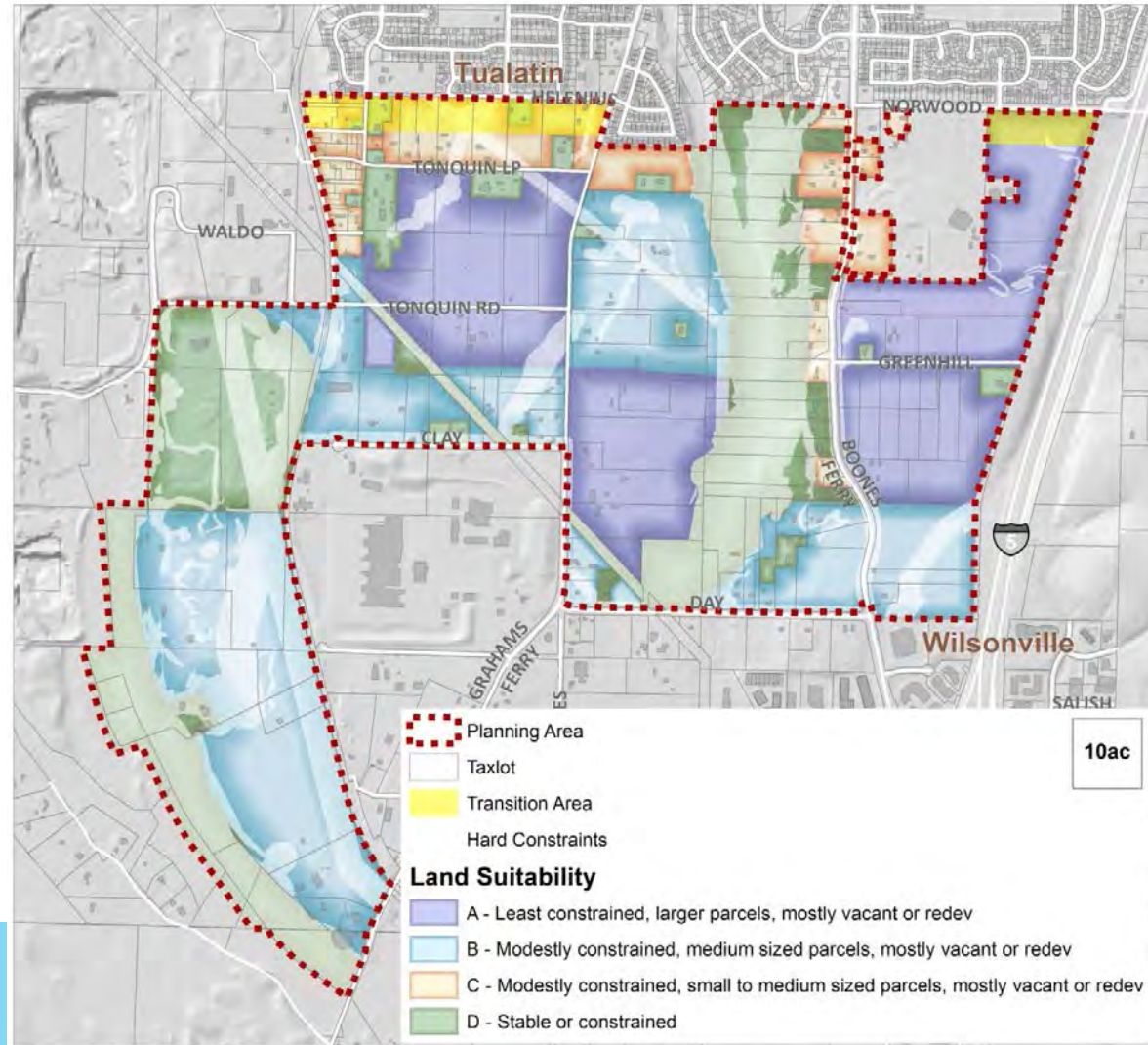
- Appropriate transitions between land uses
- Concerns about cut-through traffic
- Desire for green spaces and trails
- Small-scale retail to serve local neighborhoods and workers
- Market demand for updated industrial development type
- Explore creative, innovative land use solutions



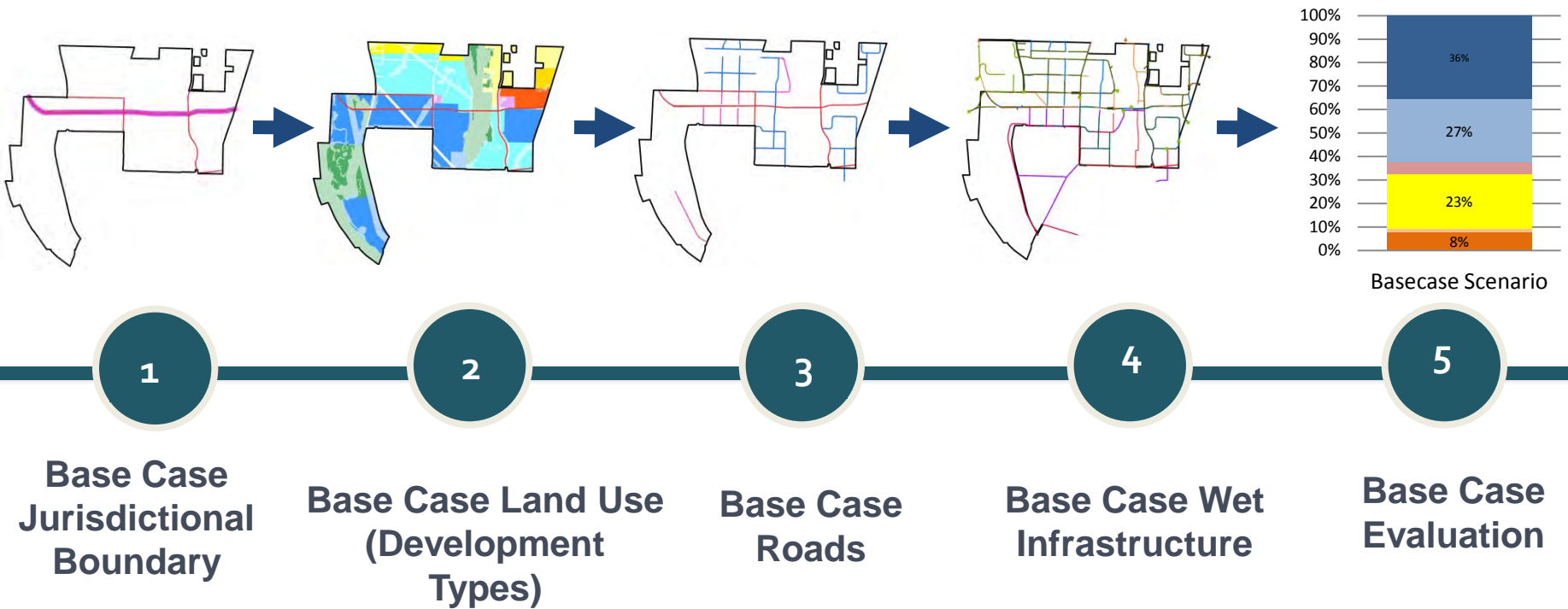
Building the Base Case

Land Suitability Analysis

Suitability Category	Vacant Acres
A	197
B	144
C	38
D	12



Building the Base Case Scenario Development



Building the Base Case Scenarios are Crash Test Dummies





BASE CASE SCENARIO: LAND USE (DEVELOPMENT TYPES)

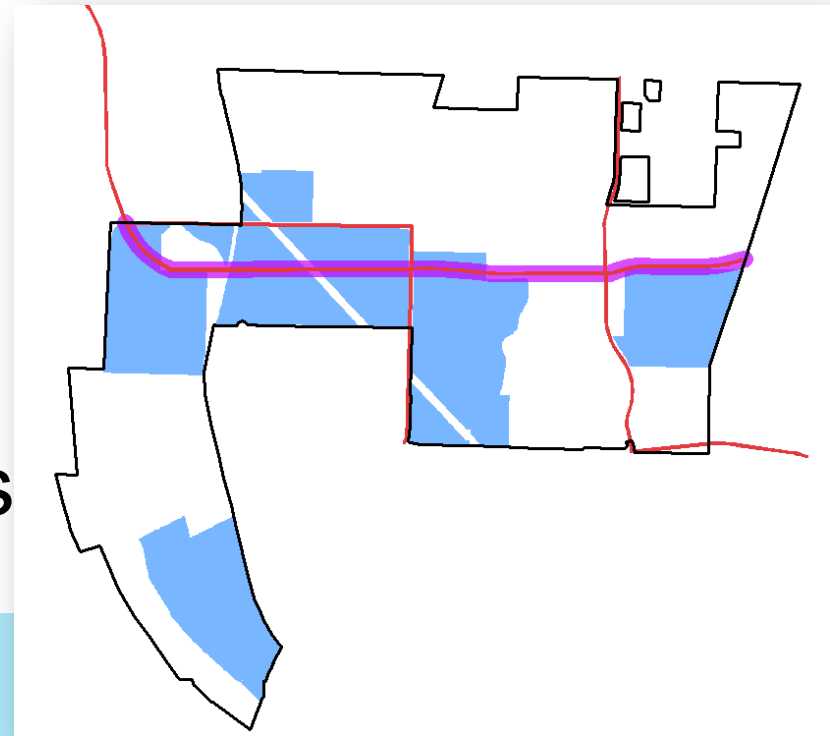
Light Industrial and Warehousing

Land Use Mix

- Retail 1%
- Office 5%
- Industrial 94%

Structure

- Ave. height: 1-2 stories



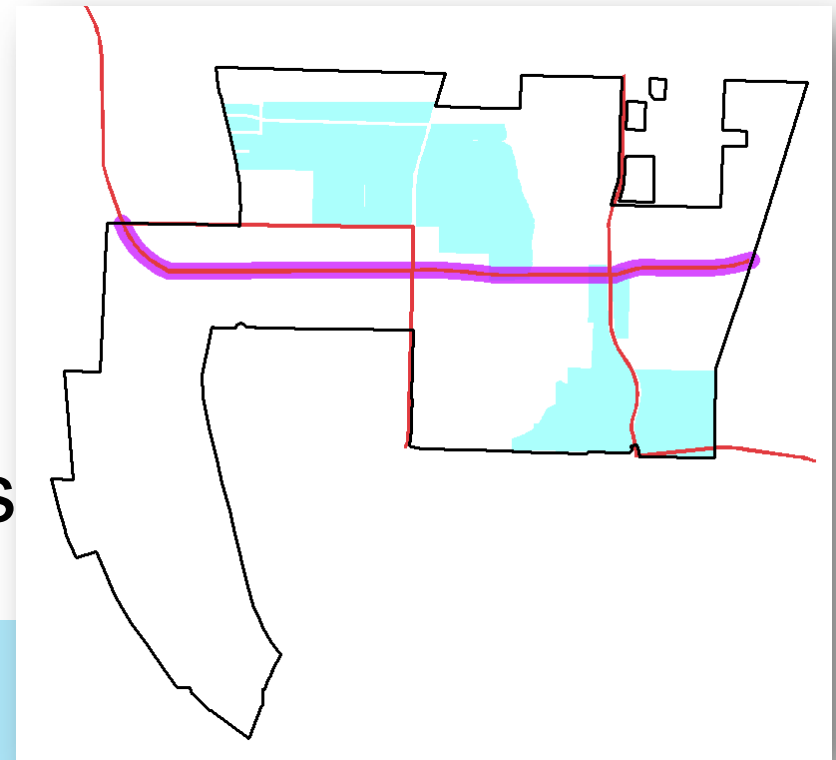
Office Park/Flex

Land Use Mix

- Retail 13%
- Office 31%
- Industrial 56%

Structure

- Ave. height: 1-4 stories



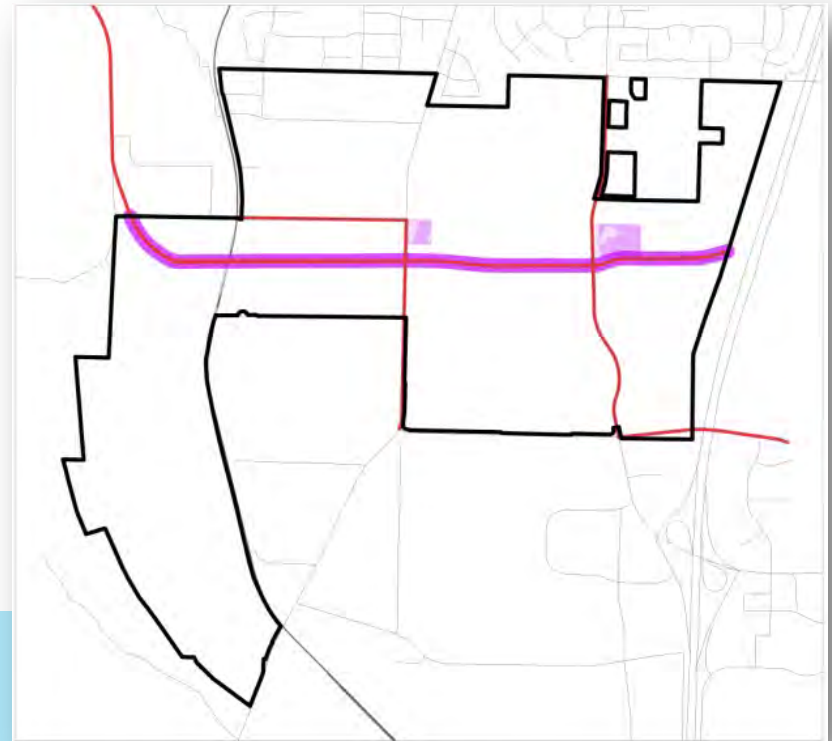
Neighborhood Commercial

Land Use Mix

- Commercial
 - Retail 77%
 - Office 7%
- Residential 3%
- Industrial 13%

Structure

- Ave. height: 1 story



Conventional Single Family

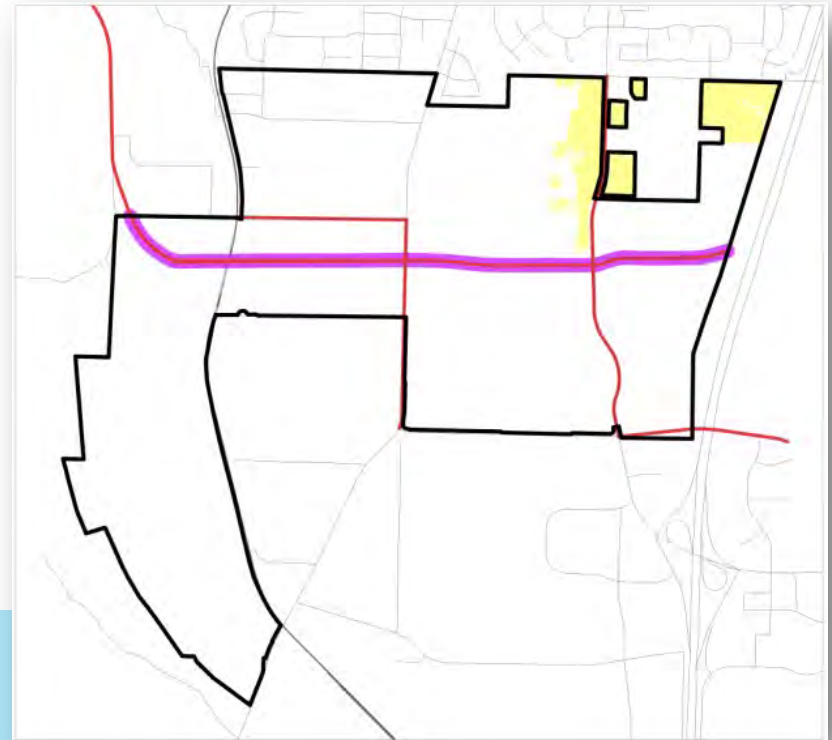


Land Use Mix

- Single Family
 - 6,000 sf: 12%
 - 7,500 sf: 88%

Structure

- Ave. height: 2 stories



Suburban Residential

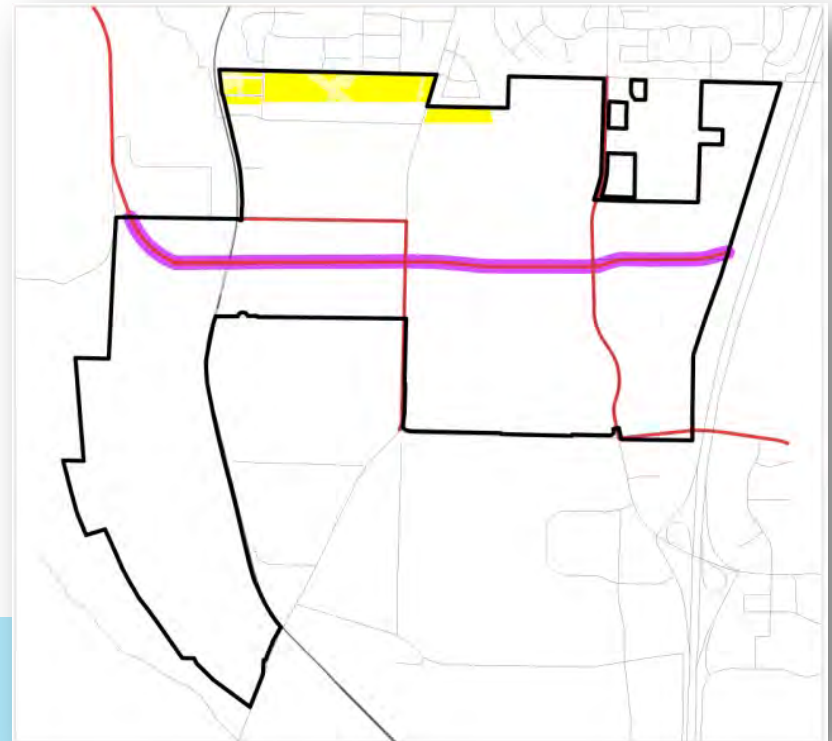


Land Use Mix

- Single Family
 - 5,000 sf: 50%
 - 6,000 sf: 40%
 - 7,500 sf: 10%

Structure

- Ave. height: 2 stories



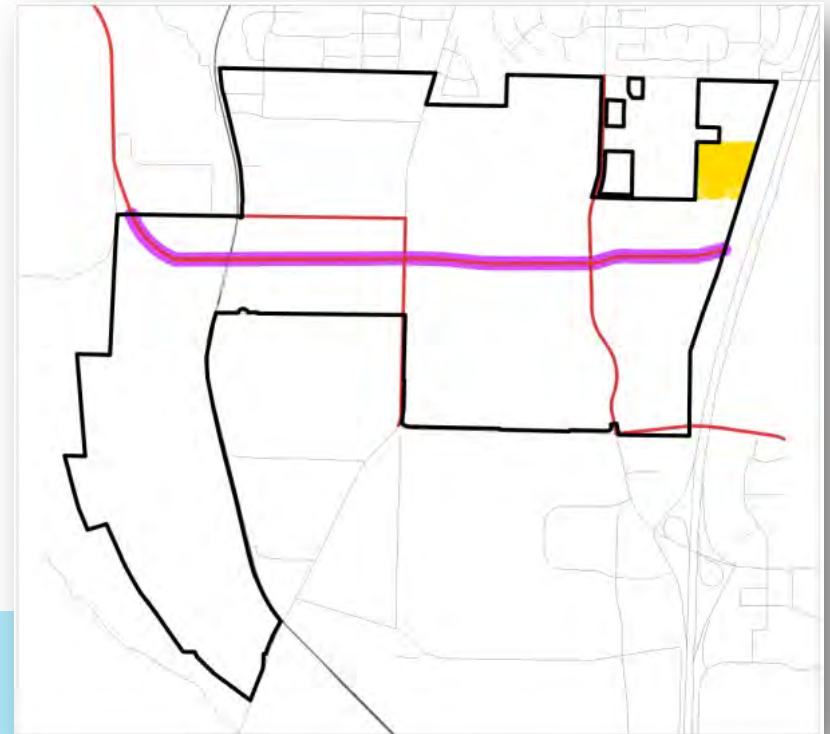
Compact Neighborhood

Land Use Mix

- Townhomes 19%
- Single Family
 - 5,000 sf: 23%
 - 6,000 sf: 47%
 - 7,500 sf: 12%

Structure

- Ave. height: 2 stories



Suburban Multifamily

Land Use Mix

- Multifamily 97%
- Townhomes 3%

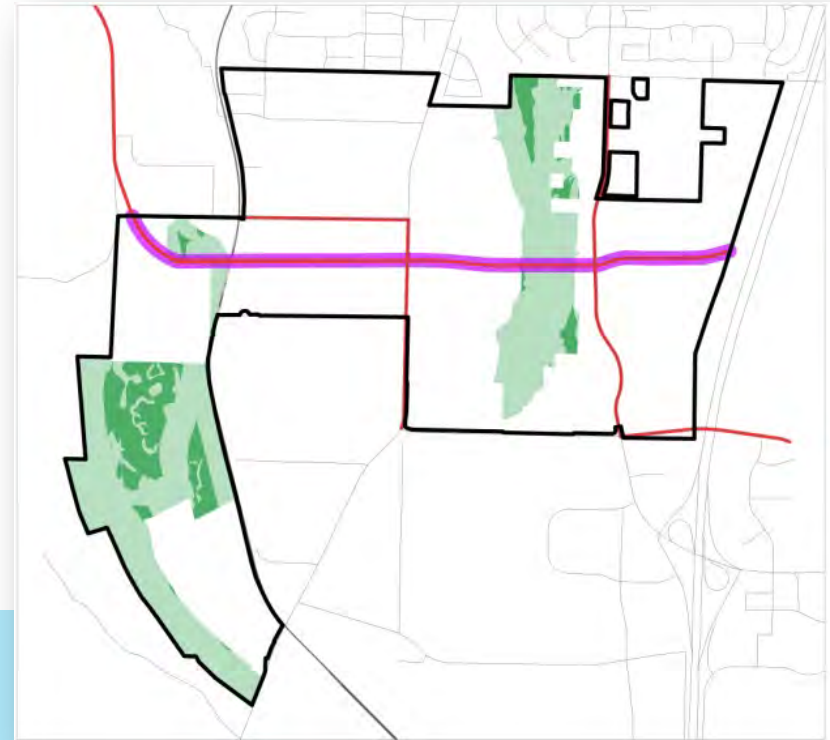
Structure

- Ave. height: 2-3 stories

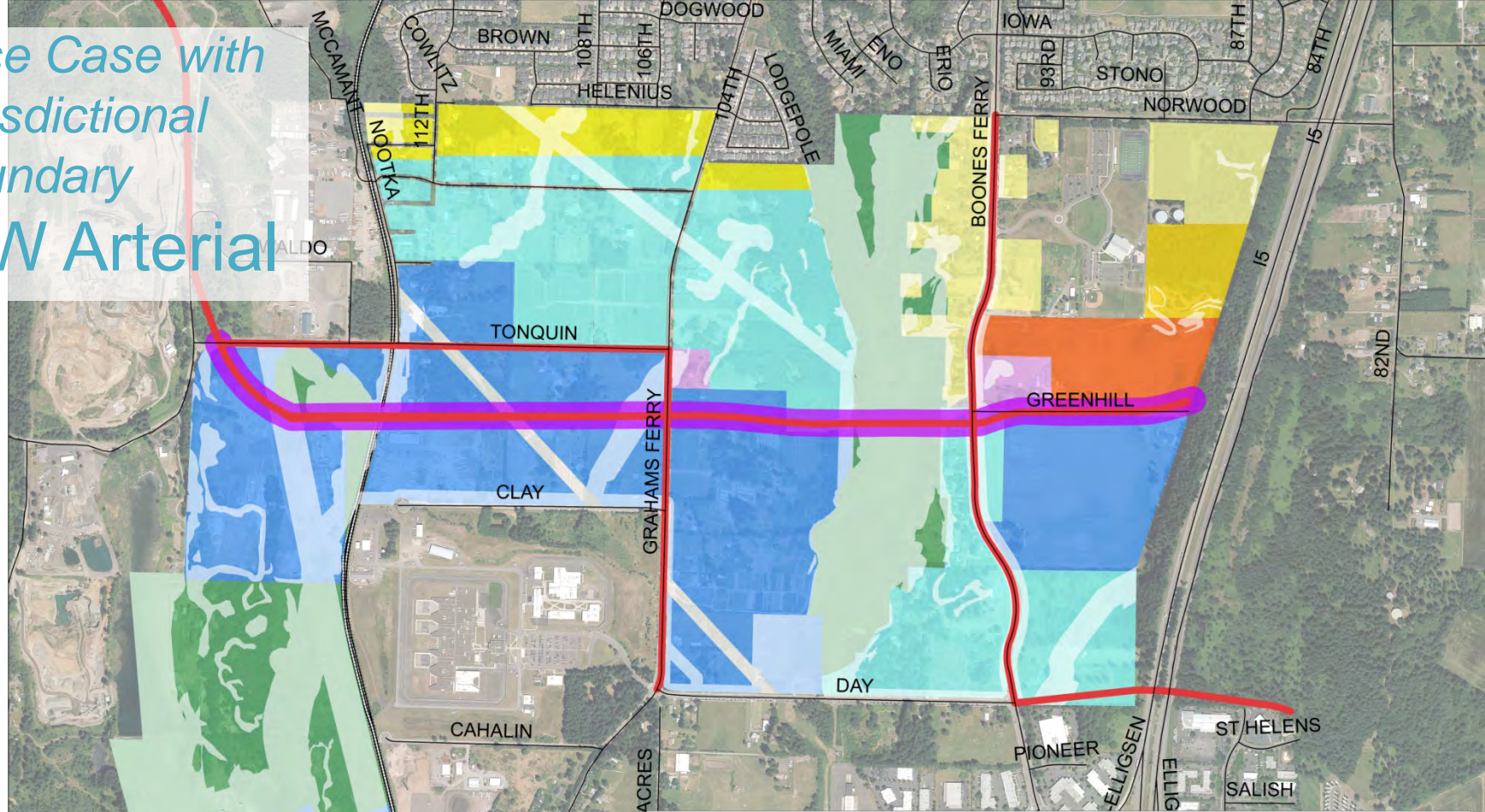


Undeveloped Natural Areas

- Maintains private ownership
- No trails or open space programming in Base Case
- Regulations would prevent intense development



Base Case with Jurisdictional Boundary E-W Arterial



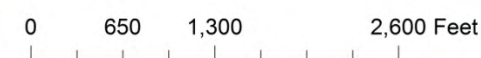
Basalt Creek Base Case Scenario

Legend

- Planned Future Roads
- Basecase Local Access Roads
- Basecase Local Connector Roads
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad

Development Type

- Neighborhood Commercial
- Suburban Multifamily
- Compact Neighborhood
- Suburban Residential
- Conventional Single Family
- Office Park/Flex
- Light Industrial and Warehousing
- Undeveloped Natural Area





BASE CASE SCENARIO: INDICATORS (EVALUATION CRITERIA)

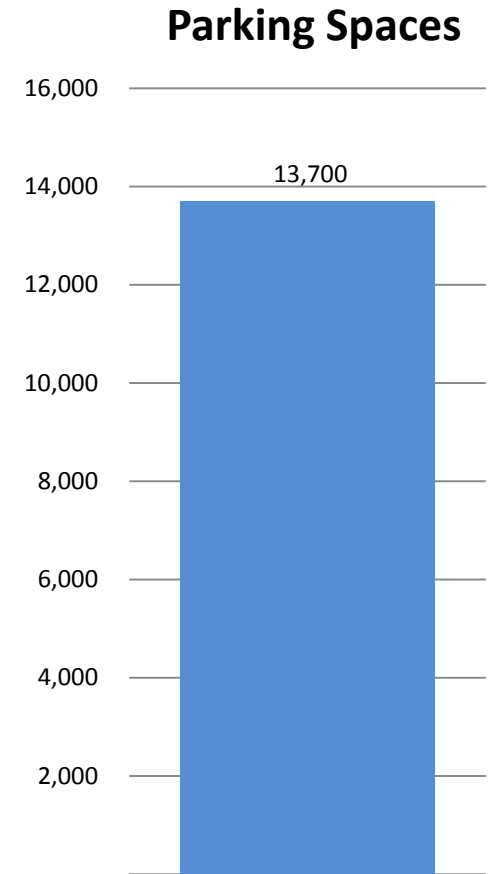
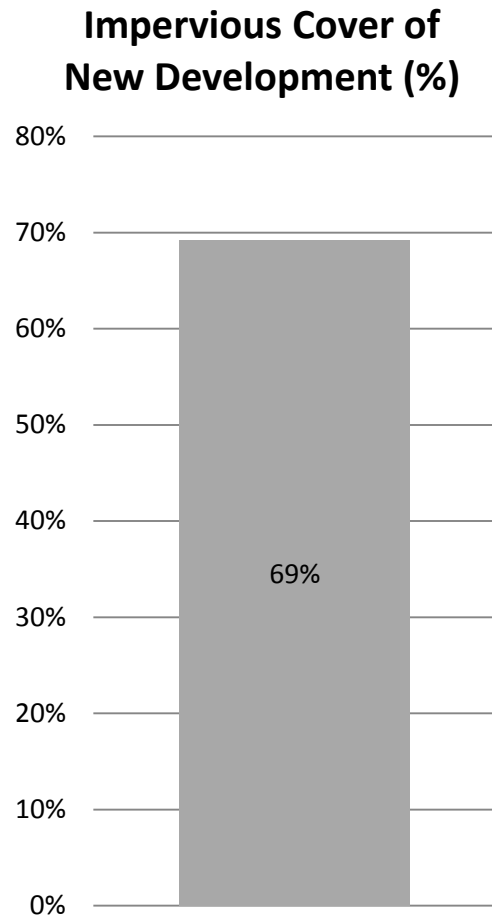
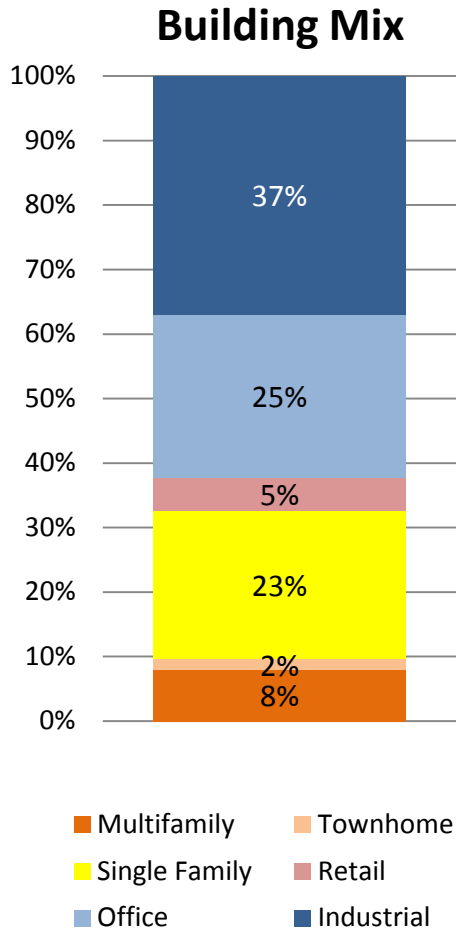
Comparison to Forecast

	New Households	New jobs	New trips generated*
Transportation Refinement Plan Forecast	1,386	2,562	1,989
Urban Growth Report Forecast	1,214	2,316	1,638
Base Case	653	4,058	1,968

*PM Peak Hour trips. Trip rates: Households = 0.63, Retail jobs = 0.73, non-retail jobs = 0.37

Base Case Indicators

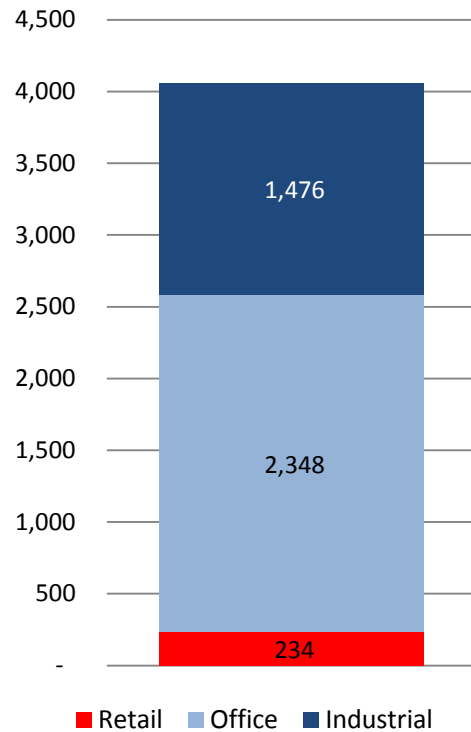
Physical Form



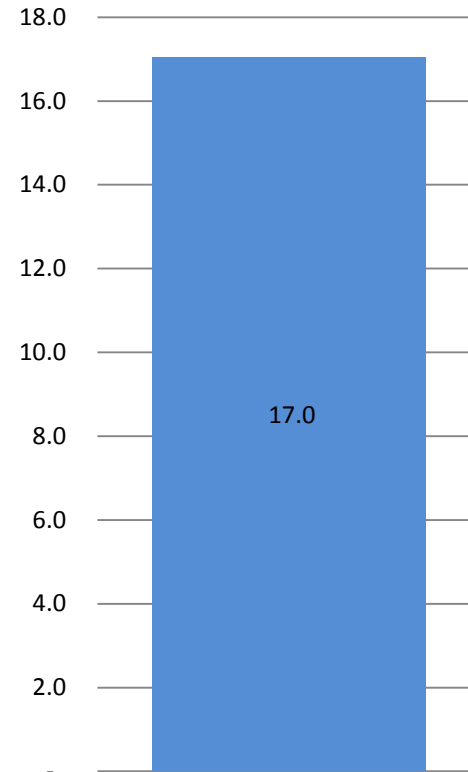
Base Case Indicators

Employment

Employment by Type



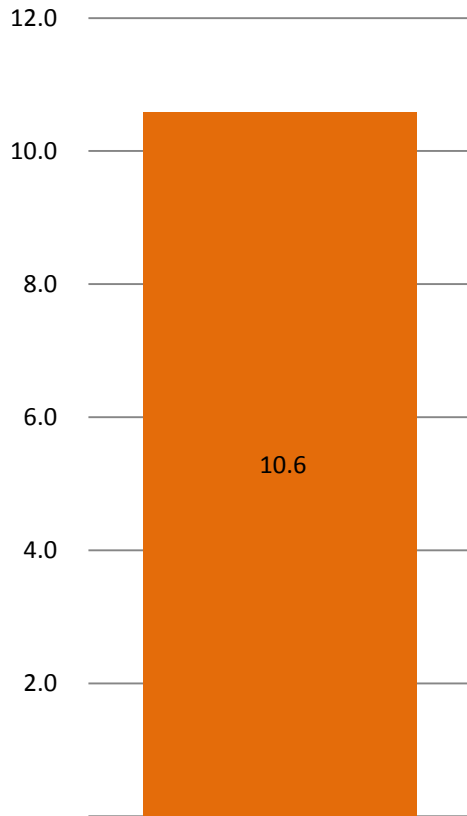
Jobs per Net Acre



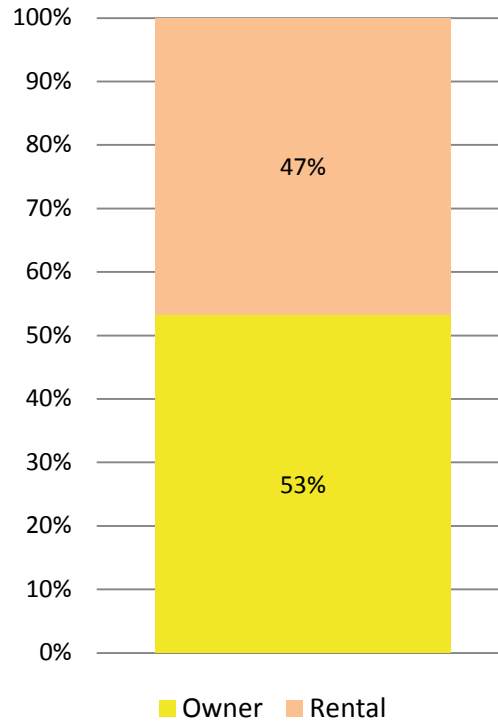
Base Case Indicators

Housing

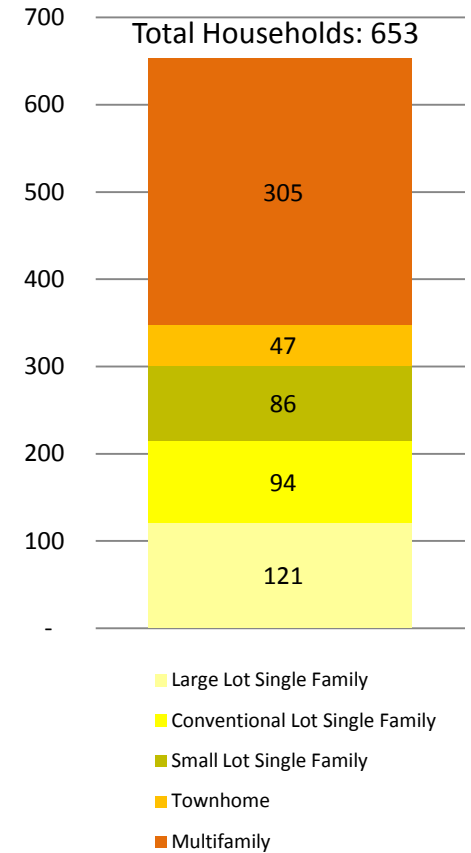
Housing Units per Net Acre



Owner / Renter Mix



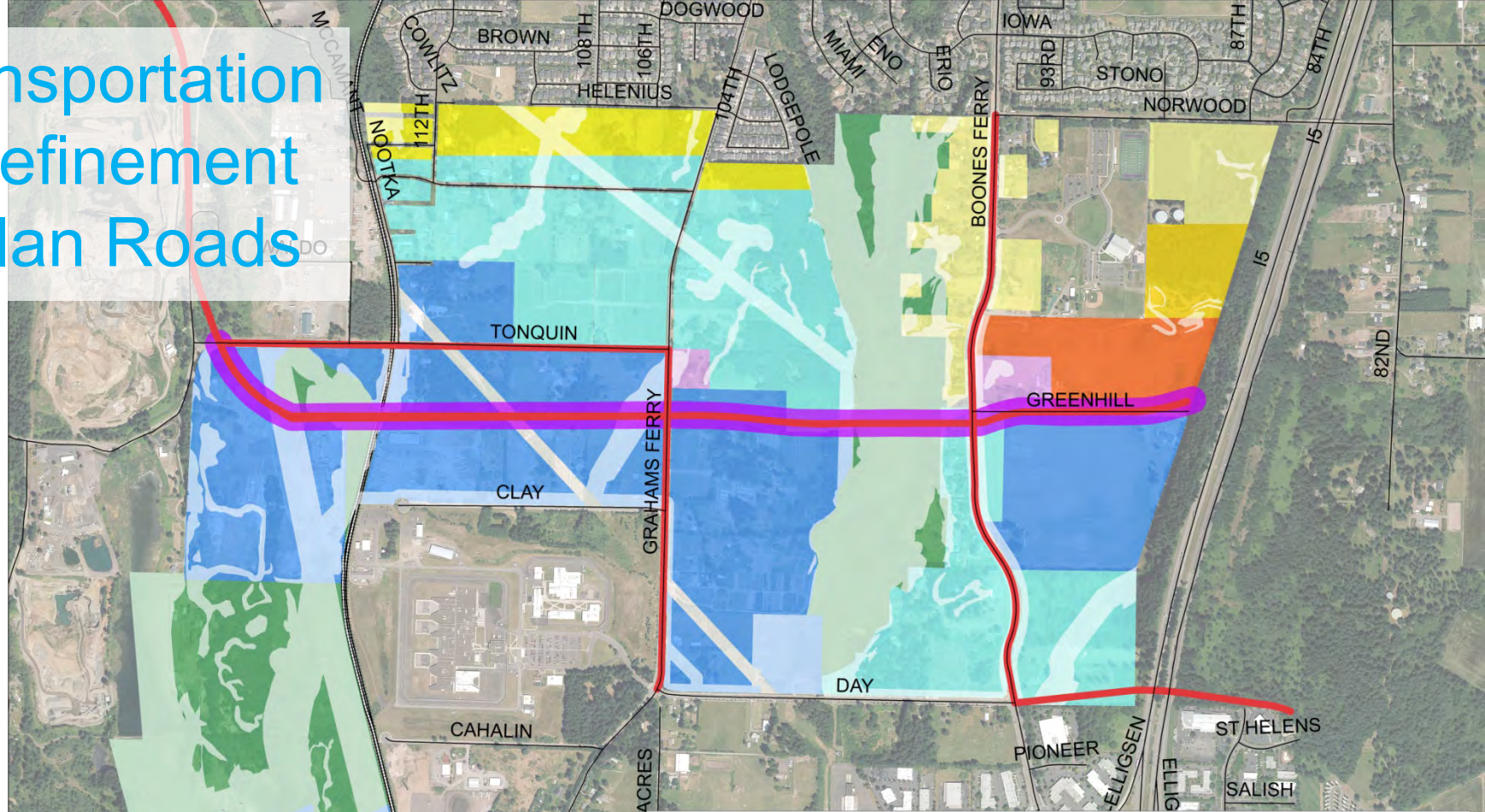
Housing by Type













BASE CASE SCENARIO: TRANSPORTATION

Transportation Refinement Plan Roads

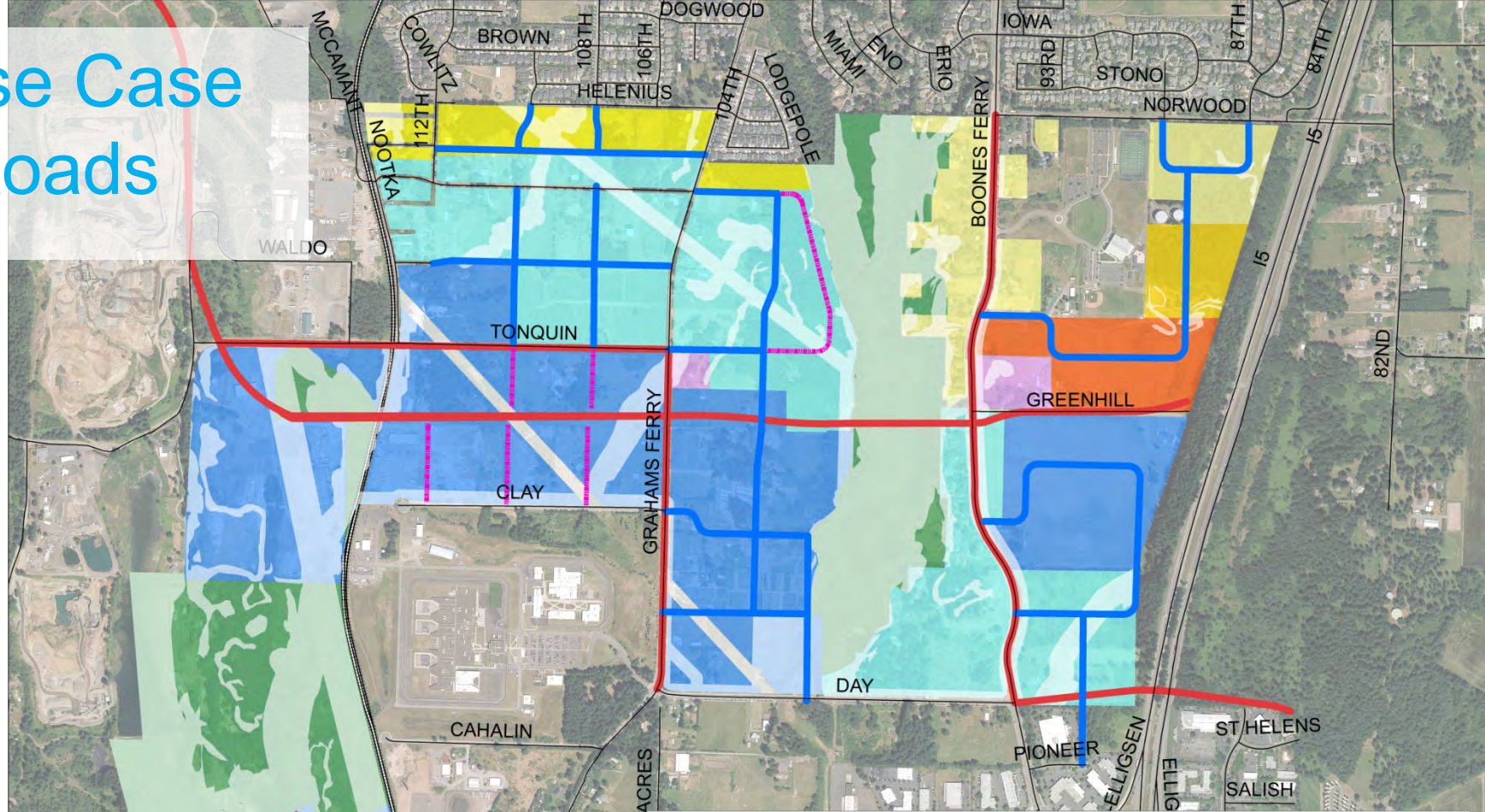


Basalt Creek Base Case Scenario

Legend		Development Type	
	Planned Future Roads		Neighborhood Commercial
	Basecase Local Access Roads		Suburban Multifamily
	Basecase Local Connector Roads		Compact Neighborhood
	Basecase Jurisdictional Boundary		Suburban Residential
	Existing Streets		Conventional Single Family
	Railroad		Office Park/Flex
			Light Industrial and Warehousing
			Undeveloped Natural Area

0 650 1,300 2,600 Feet

Base Case Roads



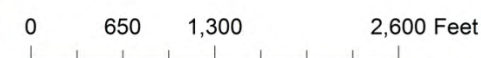
Basalt Creek Base Case Scenario

Legend

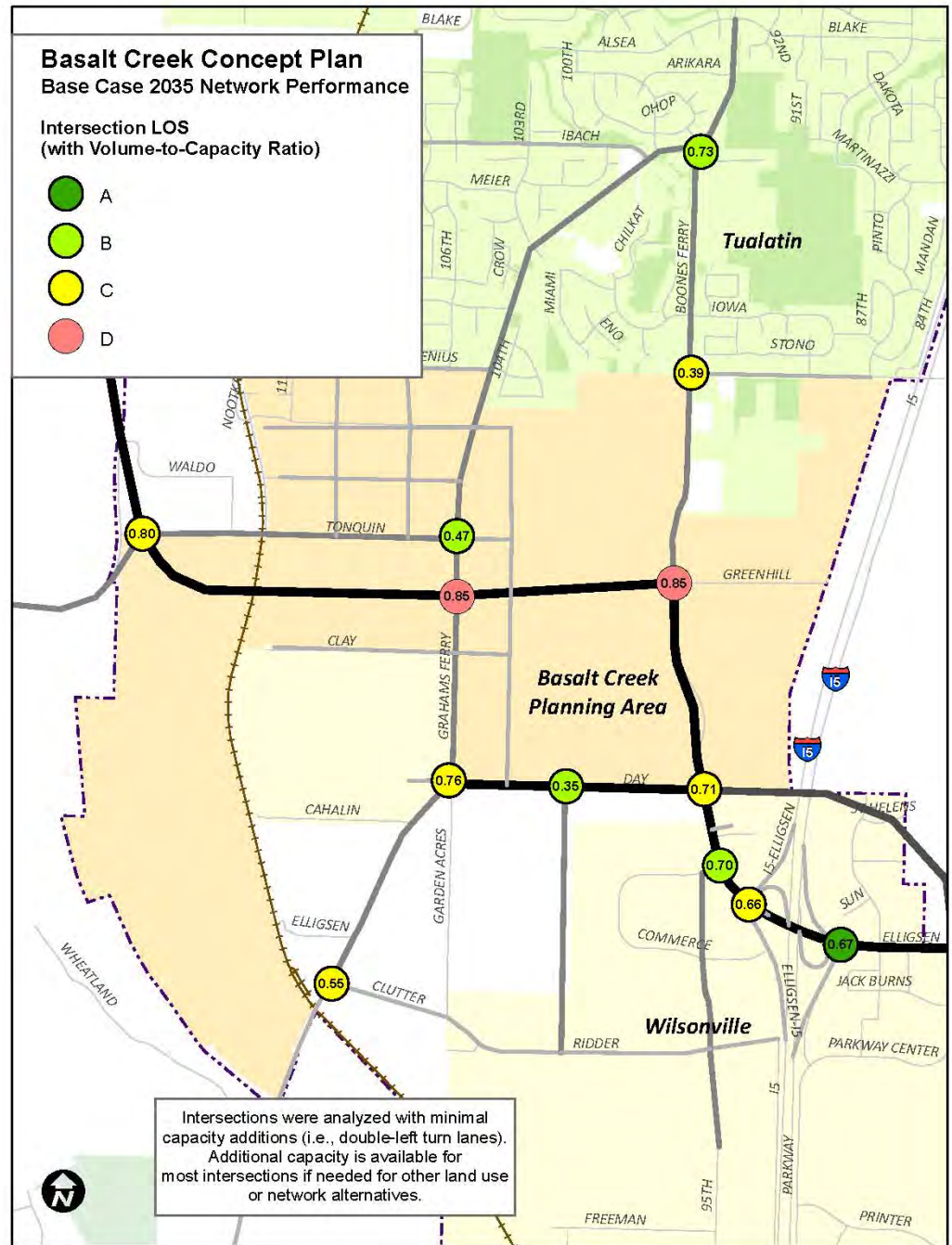
- Planned Future Roads
- Basecase Local Access Roads
- Basecase Local Connector Roads
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad

Development Type

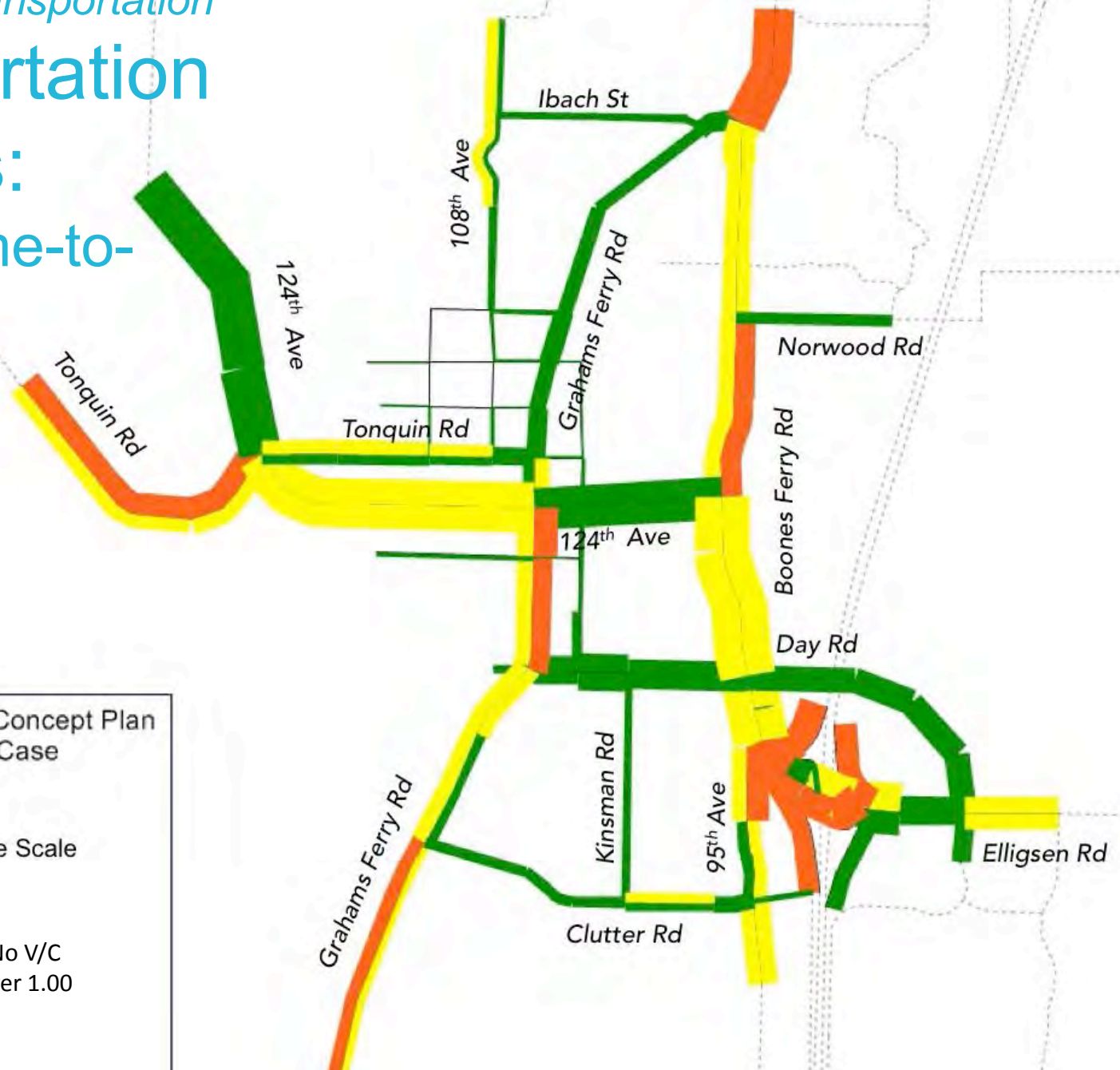
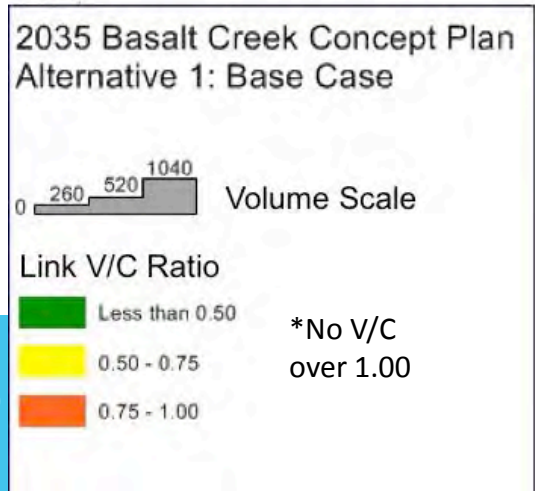
- Neighborhood Commercial
- Suburban Multifamily
- Compact Neighborhood
- Suburban Residential
- Conventional Single Family
- Office Park/Flex
- Light Industrial and Warehousing
- Undeveloped Natural Area



Base Case Transportation Transportation Analysis: Intersection Volume-to- Capacity



Base Case Transportation Transportation Analysis: Link Volume-to- Capacity

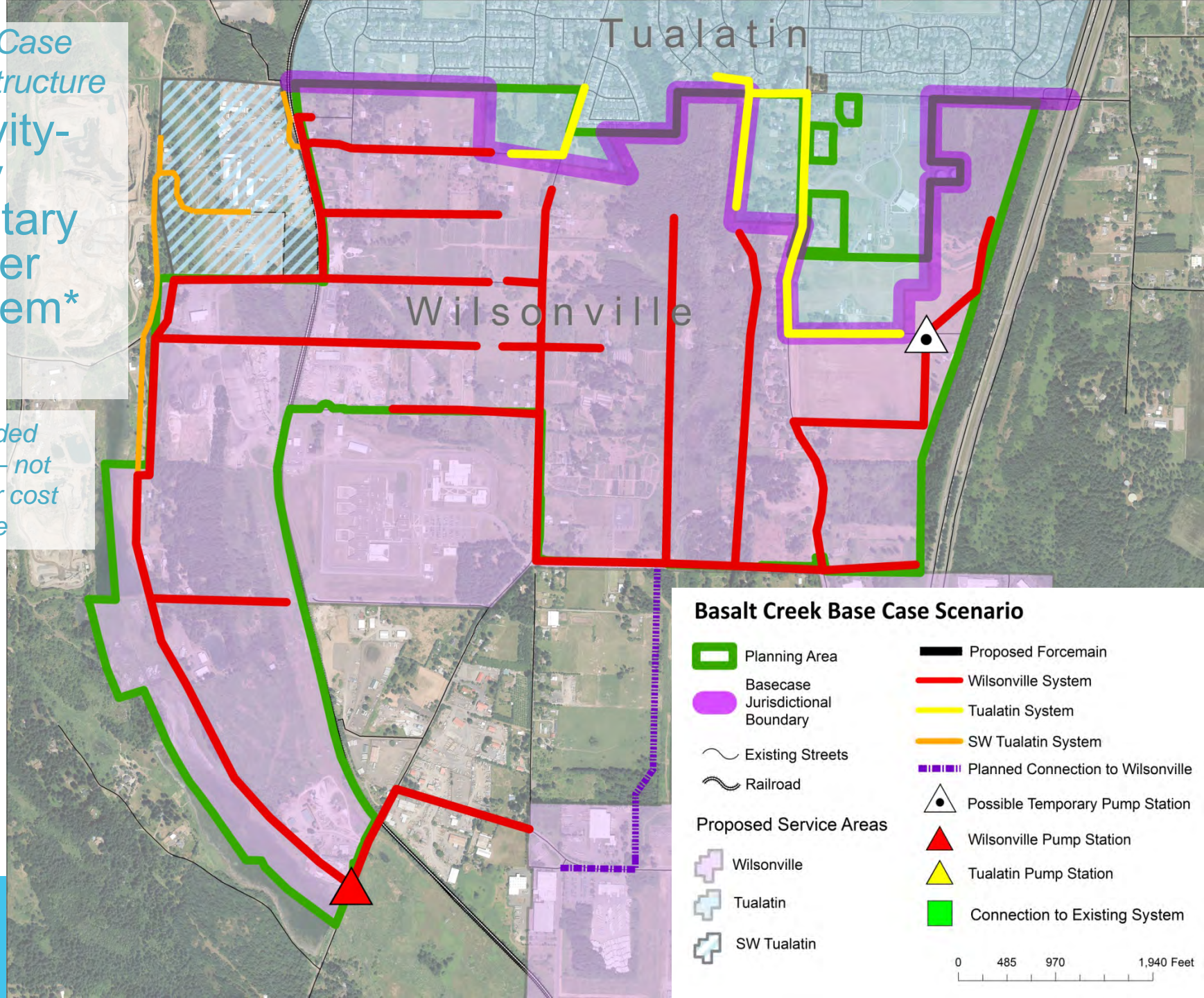




BASE CASE SCENARIO: WET INFRASTRUCTURE

Base Case
Infrastructure
Gravity-
Only
Sanitary
Sewer
System*

*Discarded
Option – not
used for cost
estimate



Basalt Creek Base Case Scenario

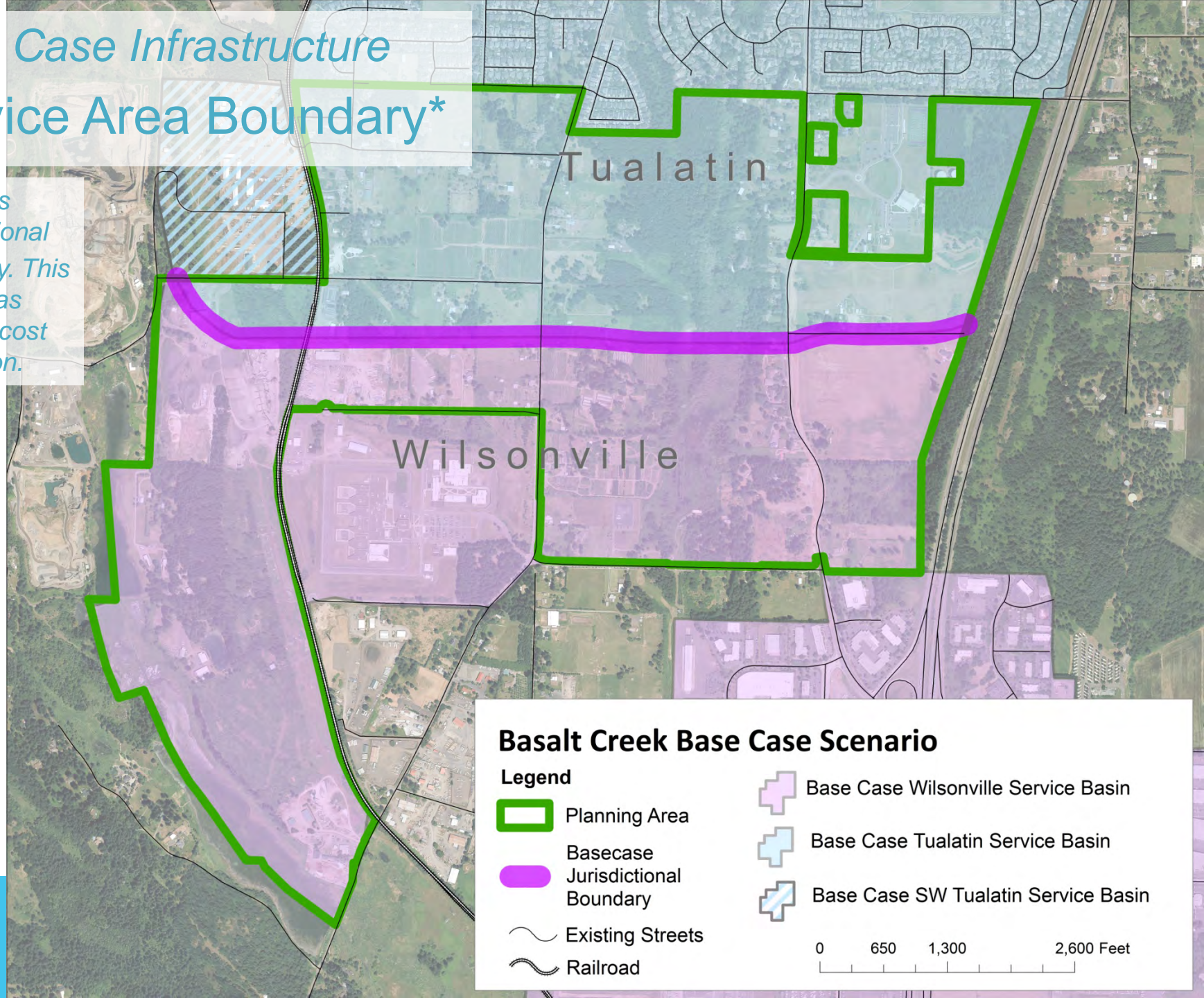
- Planning Area
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad
- Proposed Service Areas: Wilsonville
- Tualatin
- SW Tualatin
- Proposed Forcemain
- Wilsonville System
- Tualatin System
- SW Tualatin System
- Planned Connection to Wilsonville
- Possible Temporary Pump Station
- Wilsonville Pump Station
- Tualatin Pump Station
- Connection to Existing System

0 485 970 1,940 Feet

Base Case Infrastructure

Service Area Boundary*

*Same as Jurisdictional Boundary. This option was used for cost estimation.



Basalt Creek Base Case Scenario

Legend

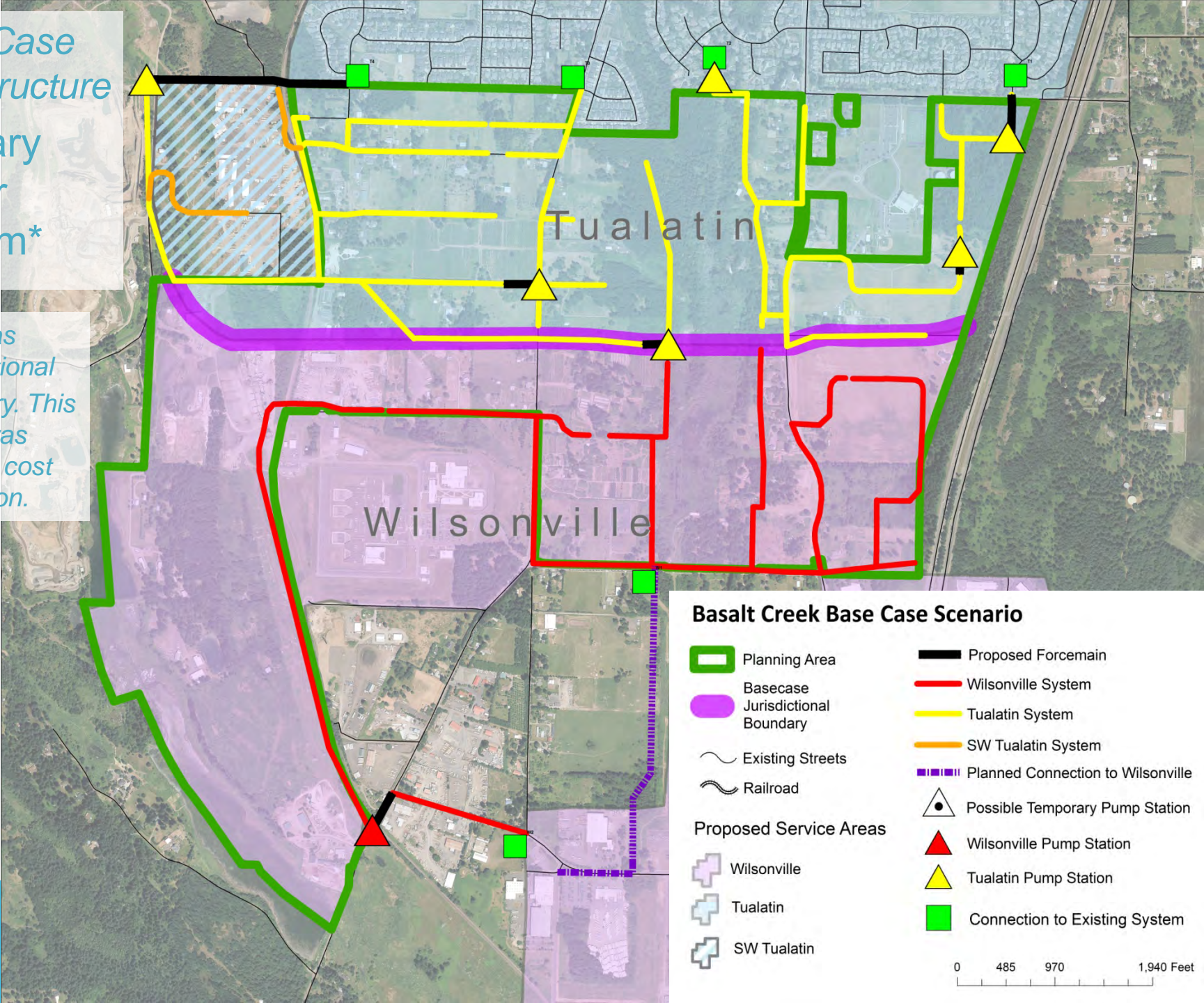
- Planning Area
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad

- Base Case Wilsonville Service Basin
- Base Case Tualatin Service Basin
- Base Case SW Tualatin Service Basin

0 650 1,300 2,600 Feet

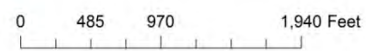
Base Case Infrastructure Sanitary Sewer System*

*Same as Jurisdictional Boundary. This option was used for cost estimation.



Basalt Creek Base Case Scenario

- Planning Area
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad
- Proposed Service Areas
 - Wilsonville
 - Tualatin
 - SW Tualatin
- Proposed Forcemain
- Wilsonville System
- Tualatin System
- SW Tualatin System
- Planned Connection to Wilsonville
- Possible Temporary Pump Station
- Wilsonville Pump Station
- Tualatin Pump Station
- Connection to Existing System



Base Case Infrastructure

Sanitary Sewer System – Comparing Options

Gravity-Only

- Deep pipes (>25 ft.)
- Difficult to phase
- Complicated to finance through SDCs
- Fewer pump stations; fewer upgrades to existing pipes

Service Areas Coincide with City Boundaries

- Shallower pipes
- Simpler to phase and finance
- 7 pump stations
- Ongoing O&M costs for pump stations; pipe upgrades in Tualatin

Base Case Infrastructure

Sanitary Sewer Concept Plan

Proposed Pump Stations

- Tualatin: **5** (+ 1 existing PS upgrade)
- Wilsonville: **1**

Total Length of Pipe

Jurisdiction	Pipe Length (miles)
Tualatin	7.5
Wilsonville	4.8

Peak Flows

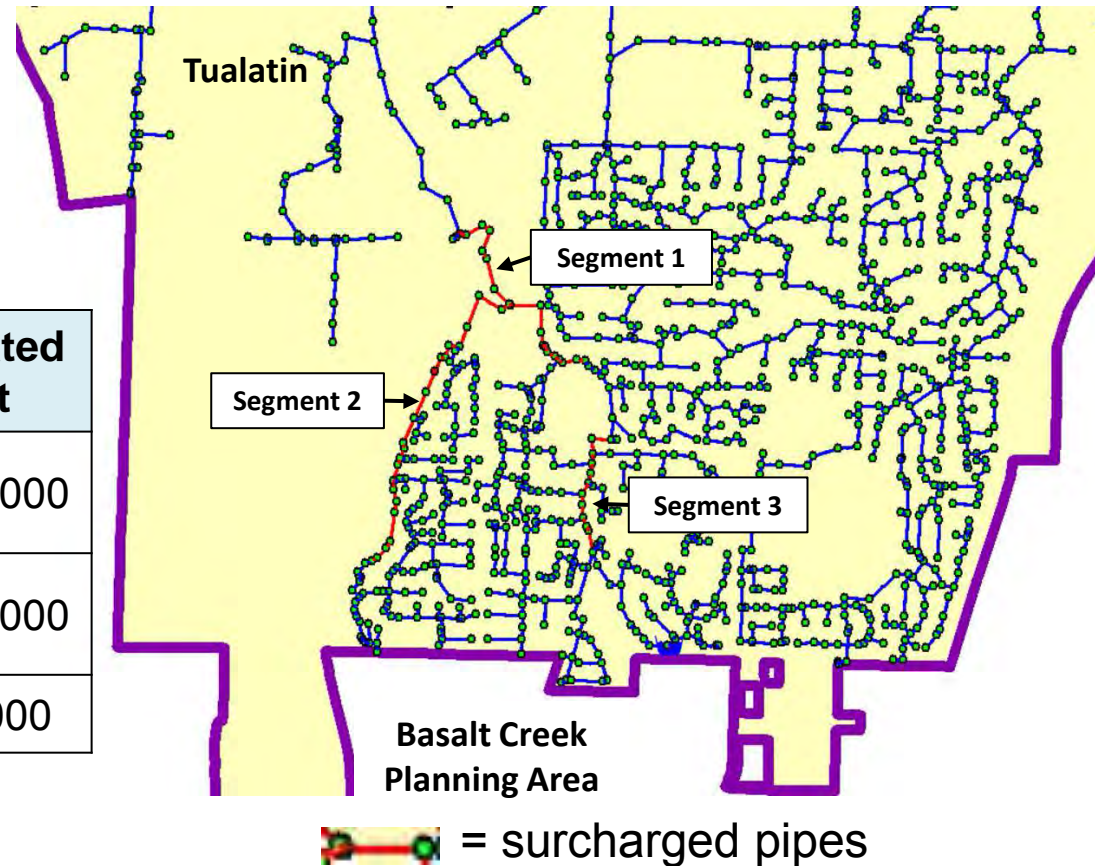
Jurisdiction	Peak Flow (gal/day)
Tualatin	1,134,000
Wilsonville	816,000
TOTAL	1,950,000

Base Case Infrastructure

Sanitary Sewer Tualatin System

Expected upgrades:

No.	Original Pipe Size	Upgrade To	Estimated Cost
1	10-15 inches	12-18 inches	\$1,000,000
2	10-15 inches	18 inches	\$1,600,000
3	8 inches	12 inches	\$800,000



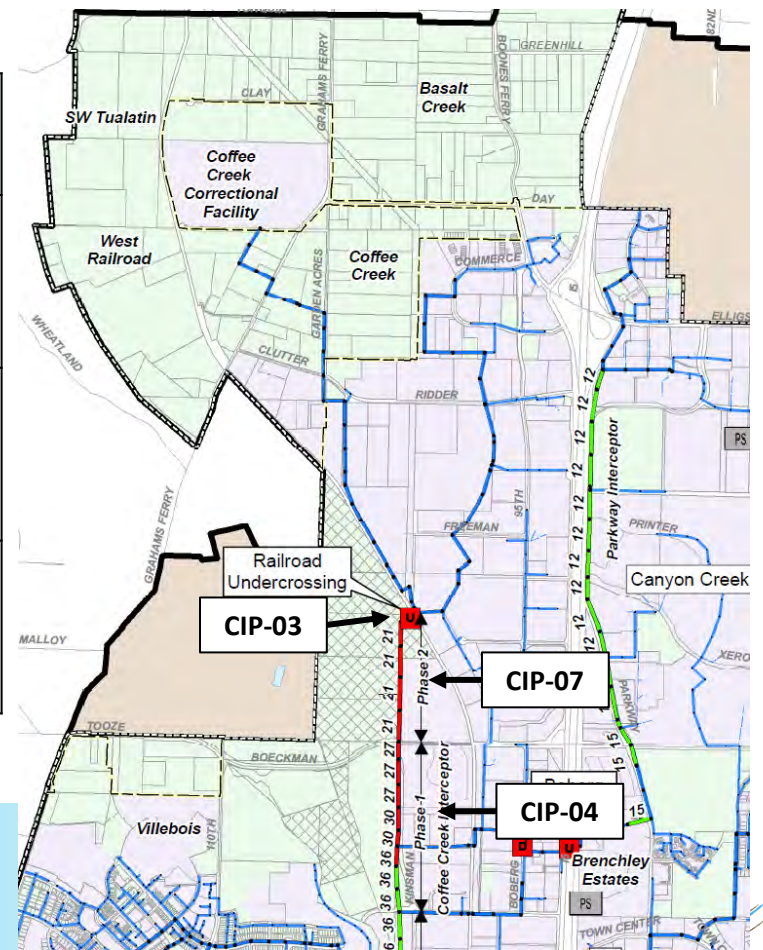
Base Case Infrastructure

Sanitary Sewer - Wilsonville

System

Expected upgrades:

Proj. ID No.	Project Name	Upgrade Description	Estimated Cost
CIP-03	Coffee Creek Interceptor RR Undercrossing	Undercrossing, 21 inches	\$190,000
CIP-04	Coffee Creek Interceptor Phase 1	Upsize to 27, 30, and 36 inches	\$2,600,000
CIP-07	Coffee Creek Interceptor Phase 2	Upsize to 21 inches	\$1,700,000

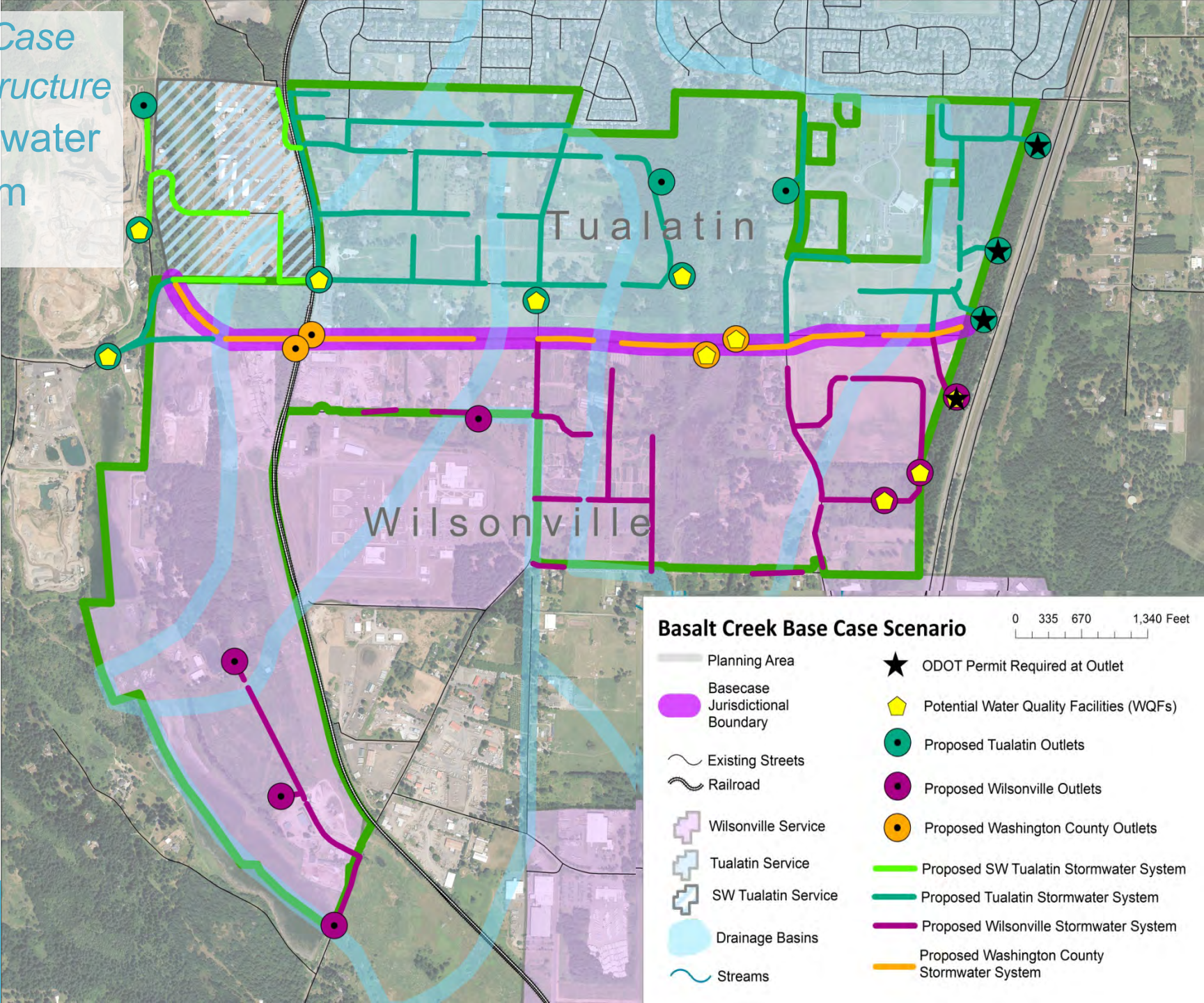


Base Case Infrastructure Sanitary Sewer Costs

Jurisdiction	Tualatin (\$ Millions)	Wilsonville (\$ Millions)
Basalt Creek Cost	21.7	14.2
Existing System Upgrade Cost	3.4	4.5
Total Cost	25.1	18.7

NOTE: Cost estimate is at a concept level, +100%/-50% accuracy.

Base Case Infrastructure Stormwater System



Basalt Creek Base Case Scenario

0 335 670 1,340 Feet

- Planning Area
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad
- Wilsonville Service
- Tualatin Service
- SW Tualatin Service
- Drainage Basins
- Streams
- ★ ODOT Permit Required at Outlet
- ⬠ Potential Water Quality Facilities (WQFs)
- Proposed Tualatin Outlets
- Proposed Wilsonville Outlets
- Proposed Washington County Outlets
- Proposed SW Tualatin Stormwater System
- Proposed Tualatin Stormwater System
- Proposed Wilsonville Stormwater System
- Proposed Washington County Stormwater System

Base Case Infrastructure Stormwater Concept Plan

Potential Water Quality Facilities (WQF)

- Tualatin: **5 potential, 4 included in cost estimate**
- Wilsonville: **3**
- Washington County: **2**

Design Concerns

- Tualatin: Three outlets on eastern edge may require ODOT permits
- Wilsonville: One outlet on eastern edge may require ODOT permit

Total Pipe Length

Jurisdiction	Pipe Length (miles)
Tualatin	6.0
Wilsonville	3.1

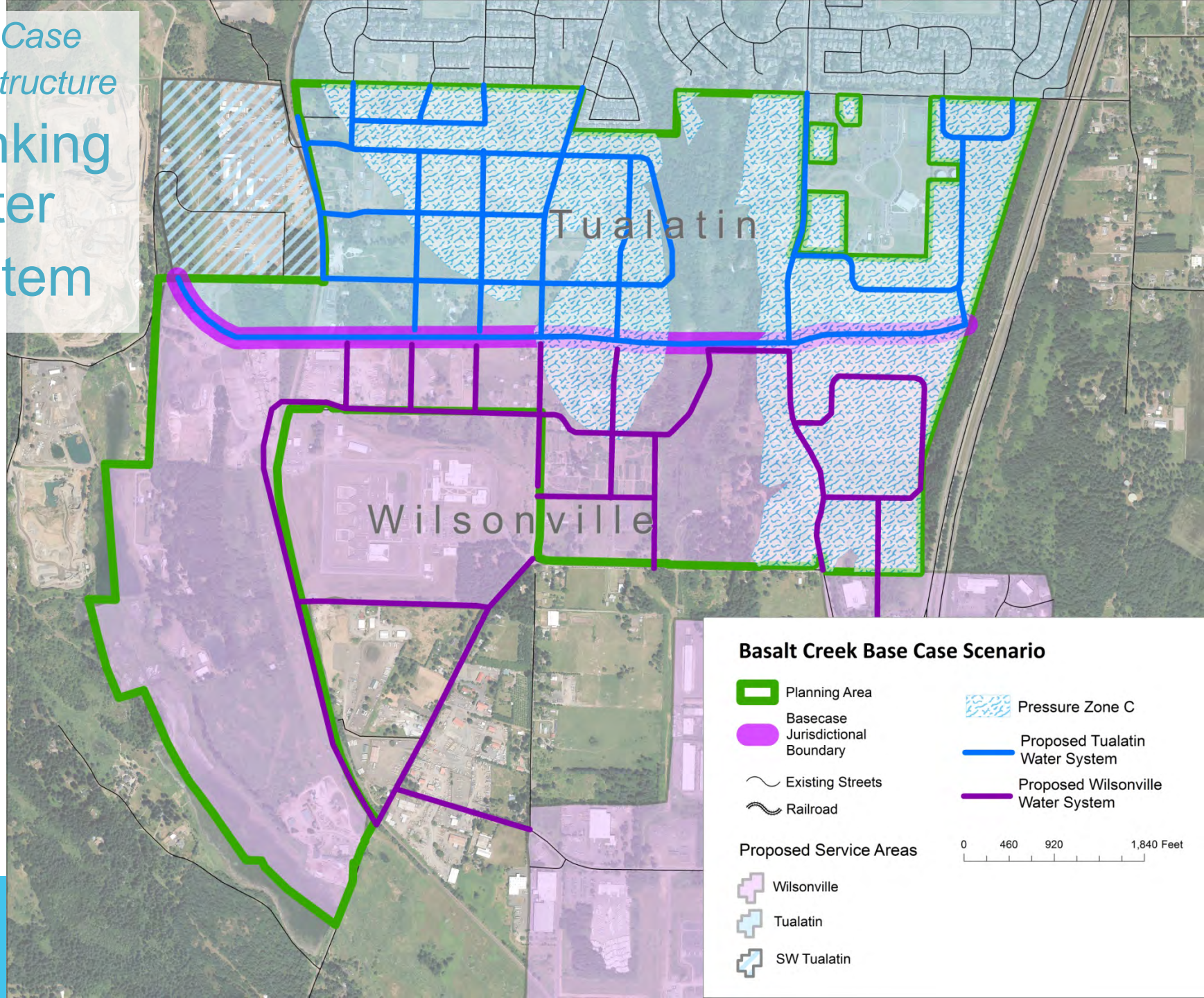
NOTE:
Stormwater collection for E-W arterial is not included

Base Case Infrastructure Stormwater Costs

Jurisdiction	Tualatin (\$ Millions)	Wilsonville (\$ Millions)
Basalt Creek Cost	9.1	4.6

NOTE: Cost estimate is at a concept level, +100%/-50% accuracy.

Base Case
Infrastructure
Drinking
Water
System



Basalt Creek Base Case Scenario

-  Planning Area
-  Basecase Jurisdictional Boundary
-  Existing Streets
-  Railroad
-  Pressure Zone C
-  Proposed Tualatin Water System
-  Proposed Wilsonville Water System

Proposed Service Areas

-  Wilsonville
-  Tualatin
-  SW Tualatin

0 460 920 1,840 Feet

Basecase Infrastructure

Drinking Water Concept Plan

Total Length of Pipe

Jurisdiction	Pipe Length (ft)	Pipe Length (miles)
Tualatin	39,520	7.5
Wilsonville	32,270	6.1

Peak Flows

Jurisdiction	Max Flow (gal/day)
Tualatin	389,000
Wilsonville	140,500
TOTAL	529,600

Existing System Impacts

- Wilsonville Improvements: Booster Station at C Level Tank

Base Case Infrastructure Drinking Water Costs

Jurisdiction	Tualatin (\$ Millions)	Wilsonville (\$ Millions)
Basalt Creek Cost	10.4	8.5
Existing System Upgrade Cost		0.6
Total Cost	10.4	9.1

NOTE: Cost estimate is at a concept level, +100%/-50% accuracy.

Base Case Infrastructure

Utility Concept Plan Risks

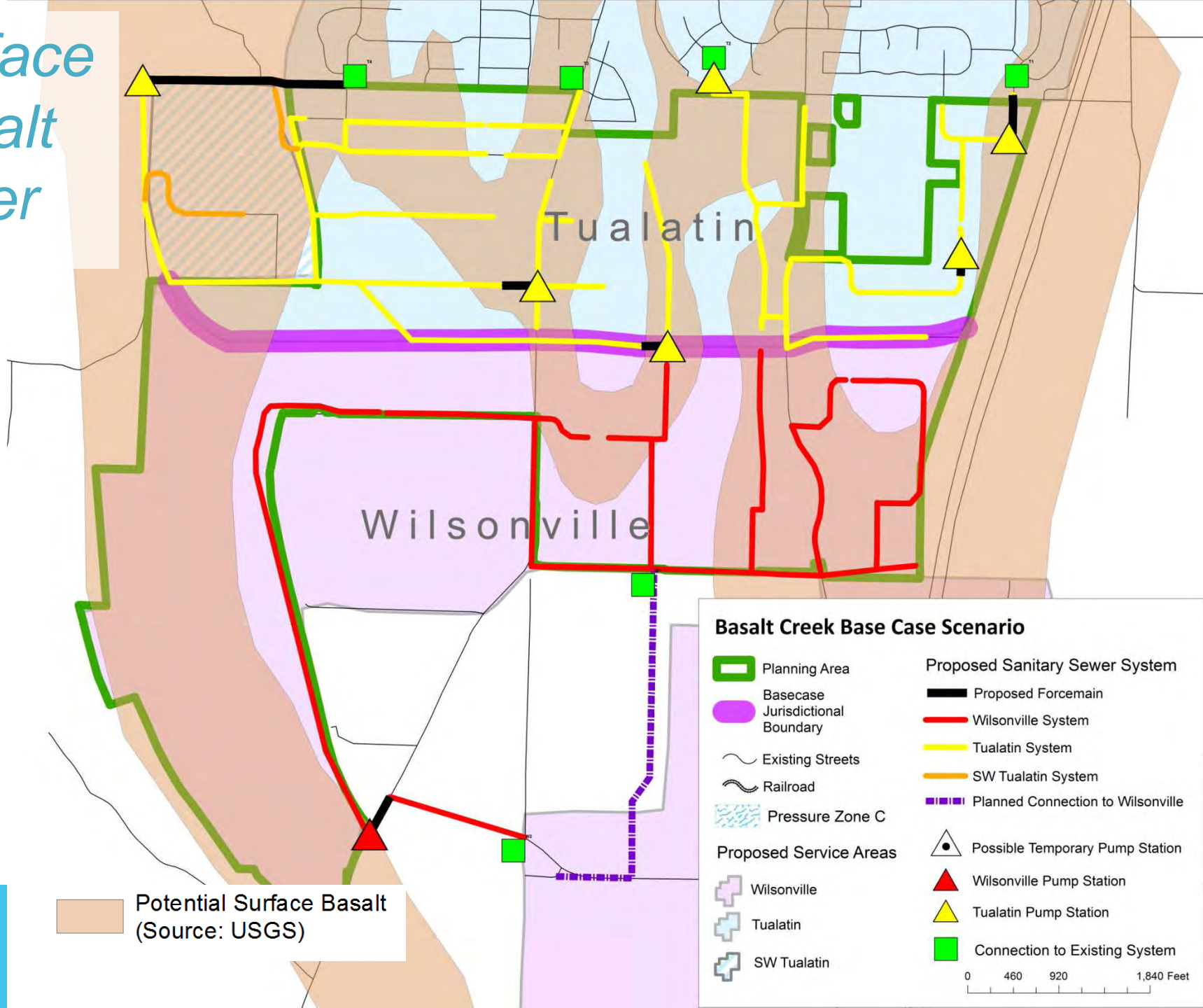
Shallow Basalt Rock:

- USGS maps show basalt at a depth of 0-100 feet in the Basalt Creek area and potential surface basalt in many areas
- Potential to encounter rock (10% of sanitary lines and 5% of drinking water lines) was included in cost estimate
- Maximum pipe depth of 25 feet was used in the design

Railroad Crossings:

- Sanitary sewer and drinking water lines cross the existing railroad tracks in a few locations, generally along proposed or existing roadways

Surface Basalt Layer



Potential Surface Basalt
(Source: USGS)

Basalt Creek Base Case Scenario

- Planning Area
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad
- Pressure Zone C
- Proposed Service Areas**
- Wilsonville
- Tualatin
- SW Tualatin
- Proposed Forcemain
- Wilsonville System
- Tualatin System
- SW Tualatin System
- Planned Connection to Wilsonville
- Possible Temporary Pump Station
- ▲ Wilsonville Pump Station
- ▲ Tualatin Pump Station
- Connection to Existing System

0 460 920 1,840 Feet

Base Case Infrastructure Cost Estimate

Utility	Tualatin (\$ Million)	Wilsonville (\$ Million)
Sanitary Sewer	25.1	18.7
Drinking Water	10.4	9.1
Stormwater	9.1	4.6
TOTAL	44.6	32.4

NOTE:

- Further analysis of existing upgrades of drinking water and stormwater systems may be required
- Cost estimate is at a concept level, +100%/-50% accuracy.

Next Steps

Dec – Jan: Develop two Alternative Scenarios

February: Joint Council Meeting

Feb – March: Revisions to Alternative Scenarios

March: Public Open House

April: Individual Council work sessions

Spring/Summer: Develop Preferred Scenario



DISCUSSION

Discussion Questions

- Feedback or questions on the Base Case Scenario?
- Input on changes in the Base Case to evaluate in the alternative scenarios?

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

A joint meeting between the Wilsonville City Council and the Tualatin City Council was held at the Wilsonville City Hall beginning at 6:00 p.m. on Tuesday, December 2, 2014. Mayor Knapp called the meeting to order at 6:15 p.m., followed by roll call and the Pledge of Allegiance.

The following Wilsonville City Council members were present:

- Mayor Knapp
- Council President Starr
- Councilor Goddard
- Councilor Fitzgerald
- Councilor Stevens

The following Tualatin City Council members were present:

- Mayor Ogden
- Council President Biekman- excused
- Councilor Grimes
- Councilor Brooksby
- Councilor Bubenik
- Councilor Davis
- Councilor Truax - excused

Wilsonville Staff present:

- Bryan Cosgrove, City Manager
- Mike Kohlhoff, City Attorney
- Jeanna Troha, Assistant City Manager
- Sandra King, City Recorder
- Chris Neamtzu, Planning Director
- Nancy Kraushaar, Community Development Director
- Miranda Bateschell, Planning Manager
- Mark Ottenad, Government and Public Affairs
- Steve Adams, Engineer

Tualatin City Staff present:

- Sherilyn Lombos, City Manager
- Alice Cannon, Assistant City Manager
- Cindy Hahn, Associate Planner
- Sean Brady, City Attorney
- Aquilla Hurd-Ravich, Planning Manager
- Kaaren Hofmann, Engineering Manager

Consultants:

- John Fregonese
- Erica Smith
- Leila Aman

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

Welcome and Introductions

Members of Councils and staff introduced themselves as did members of the audience.

Mayor Knapp invited the consultant to make their presentation.

Presentations:

A. Project Update

John Fregonese, shared where we are and the lessons learned. In process of evaluating base case alternatives and boundary. Integrated land use and infrastructure at the same time rather than sequentially.

Did not focus on complex land use types, focused on simple land use types; and focused on jurisdictional boundaries and basic land use.

Started with metro forecast and shifted to job based.

Started with boundary on 122nd splits area in half.

Looked for stakeholder issues, traffic, greenspaces, development types innovative land use, but infrastructure was the dominate concern.

Learned from each scenario's flaws and continue from there to reach the base case.

Development types identified.

Light industrial and warehousing retail, office industrial average height 1-2 stories.

Office park flex space

Running thru slides identifying land use types and features.

Limited to just under 2000 pm trips. Base case met the trip cap.

Showed building mix, residential 35% mostly commercial, 4000 employees per acres, more industrial land uses. Lower density land use.

Trip caps limited density for residential housing. 50/50 renter mix, and 50/50 multi family mix

Laid out road system, but is not grid the north south roads dead end into the connector. Industrial was not connected to residential to eliminate cut through.

Interchange and transportation are not over capacity and would work well.

Gravity sewer system identified. Tualatin will need 6 pump stations. Wilsonville would be served with gravity.

Gravity sewer lines are very deep 35 feet deep, difficult, dangerous to construct, phasing difficulties and complicated financing.

Total length of pipe and peak flow identified by slide. And the costs to construct for each city.

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Stormwater system will drain to Wilsonville, stormwater quality facilities identified for each city shown. As well as the lengths of pipe needed and costs associated.

Drinking water system for each city. Service to ne area in Wilsonville would require booster Pumps

Shallow basalt rock in the area as well as rr crossings to work with. Unknown how much basalt underlies the area.

Stabilizing in terms of where things are going

Next step is to develop 2 alt. scenarios

Leila working with staffs to develop precise development types range reflecting land uses each city would like to see, and differante employment types for each city and use those in developing the alternatives.

Mr. Fregonese next steps identified.

New slides shown shows acreage by types, Tualatin has mostly residential, Wilsonville has mostly light industrial and warehousing. Tualatin has higher valuation based on use.

Mayor Knapp invited clarifying questions.

Knapp looks like stormwater is different in that it all comes to Wilsonville , how is the cost of handling all the stormwater in Wilsonville done, how do you share, contribute,

John treated in each jurisdiction, Tualatin gathering and treating before releasing to the creeks.

Knapp city spent several million in treating runoff that did notmoreys landing....

Nancy K. would need to look at stormwater design standards in bo cities and make sure they are consistent; indure flow not excessive so we can meet npedes permit, need to coordinate on design standards.

Starr would there be ;more land req. to accommodte lowering temps. Cleaning water to get it from basalt to the Willamette river.

Nancy K will depend on design standards. Can achieve make sure not doing regional detention at day road, not have enough detail to give accurate answer, will depend on design standards

Starr when will we find out that we need more land before or after the boundary is drawn.

Stevens infrastructure costs if there are acres of shallow rock to go thru.

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John F. difficult to predict without geo.tech. analysis – may find out when reach the 30% design level. When get down there will have range and will deal with that by increasing sdc when finish design for sewer system.

J.Davis who issued the trip cap?

John F. the trans refinement plan designed around set of roads and land use estimate and the roads work with the land use ext. showed 2,000 peak trips, will be okay with the road system and the modeling showed that. If wanted to exceed would need to modify road or trans. Mgt. to go over would need to mitigate for that problem.

J.Davis do the account for regional trips or include pass thru

John F. microcosm of the whole dynamic system.

Bubenik – comparison to forecast example of increase households and decreased jobs.

John F. more residential is now light industrial 8:04:05

As design keeping eye on trips, can do a lot of different designs, could not do Kruse way here or apts. Herer

Bubenick wanting to try to have residences where work.

Goddard slide 28 did the base case factor in the 124 extension to the north. Expect elligsen interchange to be constrained, but slide 28 does not show that.

John F. problem is the link not the intersection moving thru intersection but lanes are closer to capacity. It is opposite on boones ferry and 124, getting yellow on link but los D in the intersection. Intersections will fail before the links.

Goddard is there recognition these improvements are addressing regional transportation improvements.

John F. is recognized as regional improvements.

Goddard is there consideration of onsite retention of stormwater was it factored into model.

John F yes. Was included did volume and capacity modeling on sewer and water.

Goddard did you model the stormwater before the land uses were determined.

John f. no, stormwater will not change much stormsewer follow roads . sewer and water systems wil change because ownership changes.

Goddard the maps show hard boundries around day rd how did include coffee creek in the uses

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John F. used assumptions in the rtp

Nancy water system does account for coffee creek and improvements identified in presentation do include flows from coffee creek too.

Goddard started with jurisdictional boundary why not start with the reverse.

John F the only facility sensitive to the boundary is sanitary sewer system as line moved off of the gravity system is system thatmove line back and forth between the two cities... place to start, building model that gives platform.

Starr transportation when was the base for this model chosen? At one point looking at how 99 and I5 would handle traffic going to I-5. Appears as traffic is being directed to wv. Is the layout to handle local traffic getting into ellingsen, or to pull traffic from other places.

John F. designed for regional travel.

Starr are we ;;making it exceptionally friendly to Sherwood and Dundee to everyone trying to get to I5?

John F. can ask how much traffic is from wv and Tualatin and look to see where the traffic is coming from.

Starr don't want to invite traffic from Dundee ...

Lou gravity and non gravity with pipe depth costs .

John F. some of the pipes would be quite deep, only cost out the system that split the jurisdictions as being the most feasible.

Lou are the Wilsonville pipes subject to deep cuts.

John F. not deeper than 25 feet.

Lou may be within design limitation and have cost factor associated with it, is this still expensive sewer system or is it standard costing sewer system.

John, want at least 10 feet to 25 feet to provide flow.

Lou the first impression of a lift system is expensive to built, op, and maintain; how exp. Is it to build a gravity system in the same geography, some of the Wilsonville lines may need lift, overall when does it become irrelevant from capital cost standpoint. Presumption want to avoid lifts in sewer system, where geog. Is it true and not true.

Lou also comes down to cost competitiveness standpoint, and costs per person using the sewer system and cost factor on the infrastructure to make it not marketable to the public . could be

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upside down from municipal services standpoint in costs. Need that level of understanding, may be true in part of the area and not others.

John, F. don't have answers.

Lou explore diff land uses and get to trip count issue is presumption that the how do you influence the direction of traffic. If put in more residential do you reduce trips because have jobs and housing side by side, or increase trips with residents traveling outside to work.

John F. trip cap is rule of thumb that is easily calculated, but the model itself is determinate. If in trouble with trip count will find out in the model.

Lou guessing more residential higher trip count. If remove all residential will reduce trip count.

John F. depends on what it is replaced with if use flex space is a wash.

Lou struggling with notion of jobs, housing, balance. When put residential land uses in there does the model presume those folks working locally .

John F. if 13:0:25 reduces by a few percent using all the tricks can reduce , but just jobs housing balance is 5-7%

Mayor Knapp transportation volume to capacity chart, by 2035 anticipated second overcrossing in the greenhill area.

John F. the

Leila the day road overcrossing was included but not the greenhill overcrossing.

John F. going of the RTP,

Leila the RTP does not include the connector

Nancy K. green hill after 2035 is in the long range plan.

Bubenik shifting city boundary only impacted sanitary sewer. Shifting that line north or south does not impact or benefit one city more than the other or better cost benefit.

John F. would have effect if reach capacity – more flexible than sewer. Only way to know is do do model and see what happens

Nancy K. the more demand over 285 the more pumping have to do...have not gotten into that detail on doubling the booster.

Julie recent studies about propensity for people not move to their job , how is the current opinion on that reflected in the model.

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John F metro model is calculated on that scenario. Trips to work are only 20%.

Julie the handout of different land use types would like to see that.

Tim how much differential in jobs per acre in the dif. land use categories office vs commercial

John office 20; retail on 20 side industrial about half; residential is 10.6 du/ac with variety

Lou to residential component why is residential there and the types that are there in the scenario, what is rational that placed them there. Have that question on all of the land uses.

John, residential in north is buffer for what is across the road,

Lou buffering residential with residential how does that help the new residents.

John F. they are buying with that knowledge, should work on the boundary.

Lou could the same treatment buffer be done on the current residential area.

John F new subdivision easier to do that as a start.

Lou could deal with buffering in the design of the new development.

John F. green hill highest density near town center and intersection to allow access. Along boones ferry is lower density because the area on the west side is constrained

Lou in general are resid. Areas sloped since they wont support other uses.

John F. is some flat land adjacent to road could do higher density along road.

Lou could do low density throughout

John F. metro housing rule to deal with; 10.6 du/acre rather than 8 with the scenario. Don't want to bring this into your city and disturb the comp plans the metro 50/50 rule rental and sf dwelling

Grimes slide 47 adding up base cost estimates for infrastructure is not included. Upgrades to accommodate future growth and traffic patterns...

John and roads built are borne by developer as they subdivide. Detailed costs

Grimes need to be aware there will be additional trans. Costs for signals, roundabouts, etc. also, if use base case boundry and wv phasing their building to the north. Is there anything for tual to come south is anything predicated on wv. Buildout and would there be a factor that would slow the tual. Building.

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John F. would need to build system for tual. Whereas wv. Add incrementally pipes.

Brooksby calculation of amount of industry projected traffic and truck traffic ; the amount of truck traffic coming on there is the length calculated per car

John F. don't know how they model fright not sure if we did a freight model here.

Brooksby freight flow and traffic analysis based on the different scenarios, delay movement through intersections trucks vs. cars.

Knapp on the gravity sewer system, is fality that pump station expensive and gravity dependent on topo. Don't sewer lines follow the road pathways, and can the grading be done to accommodate.

John f. slope independent of road slope.

Knapp pump stations will need to deal with basalt in the ground and pressure system is a one plus not an either or.

John F. have more flexibility but can only speculate, may be

Andy the traditional wayh of geo exploration is digging, not tech to run something over ground to see the geology under. Base case cme up with is dividing sewer system based on jurisdictional line. Also talked bout gravity system, needs to be played out further, rock will be an unknown. Pump stations, cledan water services looking at financial feasibility that benefits everyone, looks at costs of sewers and costs as well. Have to playout cost of all gravity system and make comparison with the base case.

Knapp if do gravity does not necessarily mean divide along jurisdictional line, andn are we constraining ourselves by drawing a political boundary .

Andy clean water services agreemewnts for rate sharing when customers in other jurisdictions.

Knapp to what extent does our new wwtp anticipate serving this area?

Nancy K. another phase to the wwtp to handle the basalt creek area, dojnt have good handle on the flows, need to look at wwtp, would depend on whether would have wet industry there,

Lou respect to land uses, costs are the costs typical in other parts of the region or are they higher?

John F. are normal used average installation costs and density of the systems are typical, are in the ball park, true of sewer as well except have more pump stations. Will have sewer lines on both sides of the creek; have parallel water lines on both sides of 122 because owned by both jurisdictions. Should be able to get average cost, in assessed value will come in at 800 million to 1 billion dollars.

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Lou will be competitive with the rest of the region, and would not make sense if the market won't go there because it is too expensive.

John F. will have those numbers next time. How does this fall above/below average. Sdcs in the ball park, what are revenue opportunities, and cost benefit ; comparing scenarios will show better way to go and then hone in on the refinement of the chosen scenario. Is the residential questions.

Knapp reaction to base case seemed boundary was artificial did not comport with land and how users might like to ; best to have division off of the main road. Most of low density and dev is in Wilsonville, and higher density job in tual, not comfortable with that. Resource resource area on wv side that will not be developed. Buffering residential in Tualatin, does this

John f. tk would like to see equity on the value of the improvements more possibility for residential in tual. Than on wv side.

TK the further away from elligsen the less high tech will want to locate there. If all of the land is zoned industrial uses have less employment.

Lou how would wv cc what scenario would you create if all wv. And same q. for Tualatin and look at what is the best use of land highest value from revenue standpoint, how best serve the market, consider how to address needs of the region, how best cost effective, and move from transportation standpoint.

Knapp part would go back around to cost effect to provide infrast.

Lou market doesn't care what jurisdiction they are in when shopping for land to develop,

Starr, good question takes us back to topo that may make more sense good questions for each council to consider. Tourism task force and idea of athletic fields, and testimony recd. That the demand for athletic facility is great, and this is a good location for a regional sports complex, use that as a buffer and would draw for both communities.

Goddard how would we like to see the area what opportunities would we see , would have preferred maps without jurisdictional boundary . from cow persepective don't need any more hidensity housing multifamily housing and roundabouts, is too much for a city of our size. Remove the surburban mujlti family block, and the yellow band if is a buffer, will need that buffer if in residential or not, take advantage and use that for another purpose. Over arching goal is employment development. Railroad area is opportunity for office park flex to make it a nice employment area.

J.Davis desire to see more resid in tual. Will be needed in oujr area. Don't object to multi family will not be apartment complexes in this area. 124th extension should be connecting further south 21:4:27; greenhill woujld be able to serve that local area

Grimes want to see if thre are other ways to incorp. Neighborhood commercial into the land use types, southern residedntial area open to that now, and additional jobs would benefit as well.

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Also in the industrial mfg areas. Small Commercial zones in the area to serve the new development.

Stevens agree with goddard, main priority for wv is job creation. Intregues about scotts comments about a sports field idea. If that is something we follow, it needs to be kept in mind is not a job creator and the impact on traffic with tournaments on the weekends and weekdays, need to be aware of that, and where will those people eat and as much as im intrigued by that idea it is not really a job creator. Job creation not housing is what we need here.

Brooksby focusing on development in nw side of tua. Would like to see scenario more residential development. Considering both areas entire area as a whole want to see scenario with more residential.

Goddard would be modeling more residential in the north ?

Brooksby at this point will be closer to tual side.

Lou are there any requirements with respect to use of total area of residential uses vs jobs. We negotiated with metro to have residential ovelay for a buffer is thre requirement for portion to be residential/jobs,

John F. have to get 2500 jobs no requirement for housing.

Lou need 2316 and getting 4058, jobs.

John F. ratio of jobs to trips explained.

Goddard according to the numbers there is room to reduce number of jobs and put residential in, do you have discretion for density.

John F. needs to be lower density housing or will exceed trip counts.

Knapp city will agree with comments in desire for more employment , and tual needs to clarify where they stand on residential housing numbers. Wilsonville is extending on to the industrial we have, tual is juggling the jobs/housing buffer issue and is more complex. Calls to me for tual to make some choices and what tual goal is, wv. Will advocate fo reemployment lands and industrial, is how much. What does that suggest about scenarios, seems to me several of the major questions need answers from Tualatin.

Lou the scenjarios should informa that discussion – what is the cost of expanding residential vs jobs, and what is cost in terms of revenue and traffic and the rest of the system. How does the residential affect boones ferry rd. and Tualatin Sherwood rd. what is the end gain what is the purpose of the goal, haven't done that yet.

Grimes want to touch on clreity issue all tual talked about how important housing is on the southern edge, we need more areas for housing in the city hve few places that are buildable for

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housing stock, is major priority it is not just as a buffer, tual needs housing stock. If adding jobs that exacerbates the problem. The need for housing is a consistent message from the tual council.

Lou don't feel residential is highest priority.

Knapp don't know if the discussion gives information for alternative scenarios.

John F. heard enough to develop scenarios and costs , if annex it you own it, if flexibility in terms of serving areas ; scenarios with more resid component, and try scenarios for flexibility sewerservice ;

Lou if didn't care who owned it what would be the best way to design it in terms of infrastructure. Without jurisdictional lines, which areas should be served by which city , what services would come from what land uses.

John F. capacity issues

Goddard support Lou's comments – thanked tual council for continuing the dialogue, wil require cont. cooperation. What we see developed in the area will be a lot stronger if work together.

Mayor Knapp thanked everyone for coming, pleased with pptj of everyone around the table. Look fw to the next meeting, all have work to do to clarify position.

Adjourned at 8:20 pm

B. Building the Base Case

C. Scenario Development

D. Base Case Scenario

- a. Transportation
- b. Land Use
- c. Wet Infrastructure

E. Roundtable Discussions

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- a. After hearing about the Base Case scenario, what elements should the project team consider including two additional alternative scenarios?

F. Next Steps

ADJOURN

The joint Council meeting adjourned at p.m.

Respectfully submitted,

Sandra C. King, MMC, City Recorder

ATTEST:

Tim Knapp, Mayor

**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: July 16, 2014		Subject: Basalt Creek Concept Plan Update – Joint Work Session with the City of Tualatin City Council Staff Member: Katie Mangle Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: See Attachment A for the meeting agenda.	
Staff Recommendation:			
Recommended Language for Motion: N/A			
PROJECT / ISSUE RELATES TO:			
<input checked="" type="checkbox"/> Council Goals/Priorities Economic Development	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The purpose of this meeting is to:

- Update the Wilsonville and Tualatin City Councils on the current status of the Basalt Creek Concept Plan project and process;
- Present findings from the June 17 Community Workshop and participate in an instant polling exercise;
- Provide an overview of existing conditions, highlighting major findings;
- Discuss and prioritize the draft Guiding Principles.

Following the project briefing (see Attachment B for the presentation material), Council will be asked to discuss the characteristics that the project team should consider when developing land use scenarios.

EXECUTIVE SUMMARY:

Project Update

Since the last Joint City Council Meeting in October 2013, staff from Tualatin and Wilsonville have worked with the Basalt Creek consultant team to complete a detailed task schedule for the project, document existing conditions in the study area, and develop draft Guiding Principles. A Community Workshop was held on June 17, 2014, to gather input that will be used to create several alternative concepts for future development in the Basalt Creek area. In addition, the project team has conducted a series of interviews and focus groups with property owners and developers, and held one meeting with the Agency Review Team.

Existing Conditions

The consultant team has gathered information about population and employment, environmental constraints, transportation, and infrastructure in the Basalt Creek study area. See Attachment C for a series of maps that illustrate these conditions.

Guiding Principles

Staff drafted the Guiding Principles based on input from the Tualatin and Wilsonville City Councils at the joint meeting held on October 29, 2013. During the meeting, the Councils will be asked to review and provide feedback on these principles (Attachment D). Once the Councils have endorsed the Guiding Principles, the project team will create evaluation measures to be used in assessing alternative land use scenarios.

EXPECTED RESULTS:

The Basalt Creek Concept Plan project will develop a plan for future development of the Basalt Creek area between Wilsonville and Tualatin. In 2004, Metro included this land within the urban growth boundary to accommodate increased development in the region for the next 20 years. Specifically, the Concept Plan will address a variety of factors including:

- Future city limit lines between the Cities of Tualatin and Wilsonville;
- Land uses including industrial, commercial, residential, parks, trails, and green ways;
- Multimodal transportation network;
- Provision of urban services such as water, sanitary sewer, and stormwater.

TIMELINE:

Next steps in the planning process include creating alternative concepts for development in the study area, evaluation and testing of the alternative scenarios, and choosing a preferred alternative. Planning Commissions and City Councils of both Tualatin and Wilsonville will receive regular updates throughout the planning process. The next joint meeting of the City Councils is scheduled for early December, 2014.

A schedule to guide the concept planning process has been developed (Attachment E). This schedule takes the project through Winter 2015, including public hearings and adoption of the

concept plan. Following adoption, the cities will amend their planning area agreements with Washington County at which time, staff anticipates that annexation and development could begin to occur in some parts of the Basalt Creek Area, where infrastructure is available.

CURRENT YEAR BUDGET IMPACTS:

The City of Tualatin received approximately \$350K from Metro’s Construction Excise Tax (CET) grant program to perform concept planning. For City of Wilsonville staff time, \$12,000 is funded by the grant, and \$80,000 was approved for the project through the supplemental budget process.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ CAR _____ Date: _____ 7/3/14 _____

LEGAL REVIEW / COMMENT:

Reviewed by: _MEK _____ Date: _7/3/2014 _____

N/A

COMMUNITY INVOLVEMENT PROCESS:

The project team is implementing the Public Involvement Plan, including:

- the redesigned project website, located at www.BasaltCreek.com, went live on May 15;
- over 145 individuals have subscribed to the project listserv;
- all property owners have been contacted by mail about the project;
- project updates are sent via Twitter, Facebook, and press releases;
- conducting interviews and focus group meetings with property owners, development experts, and interested residents and businesses;
- a recent community workshop.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

One of the outcomes of the Basalt Creek Concept Plan project will be to establish the future boundary between the cities of Wilsonville and Tualatin. The Basalt Creek area will be important for the long-term growth of Wilsonville’s industrial land base and the associated employment opportunities. Growth in the Basalt Creek area will affect industrially-zoned properties in the Coffee Creek area, and it will be important to solicit the involvement of representatives from this area.

ALTERNATIVES: None at this time.

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Meeting Agenda
- B. Presentation material
- C. Existing Conditions maps
- D. Draft Guiding Principles
- E. Schedule

Joint Tualatin/Wilsonville Council Meeting #2

Purpose

- Tualatin and Wilsonville Councilors are updated on the current status of the project and process
- Findings from the June 17 community workshop are presented
- An overview of existing conditions, highlighting major findings, is provided
- Guiding Principles are discussed and prioritized

AGENDA

1. **CALL TO ORDER**

2. **WELCOME AND INTRODUCTIONS**

- A. **Introductions:** Council, Staff and Consultant Team

3. **PRESENTATION (30 min)**

- A. **Project Update:** Brief status update to prepare for a productive discussion of guiding principles
- B. **Existing Conditions:** Overview of major findings related to market conditions, population and housing, environmental constraints, services and utilities, and transportation.

4. **POLLING QUESTIONS EXERCISE (10 min)**

Councilors will participate in an instant polling exercise, responding to the same questions posed in the community workshop and online survey.

5. **WORKSHOP OUTCOMES (15 minutes)**

Summary of outcomes of the June 17 community workshop, including results of instant polling, mapping exercise, and subsequent online survey.

5. **ROUNDTABLE DISCUSSION (45 min)**

- A. **Guiding Principles:** Facilitated discussion of draft guiding principles. Councilors will participate in a dot exercise to prioritize the guiding principles. Councilors will also have the opportunity to suggest changes to principles and new principles
- B. **Discussion:** After hearing about existing conditions and constraints, public input and discussing the guiding principles, what characteristics should the project team consider when developing land use scenarios?

6. **NEXT STEPS**

- A. **Planning Activities:** Brief outline of next steps in the planning process.
- B. **Joint Council Meeting #3:** December 2014

7. **ADJOURN**

Basalt Creek
concept Plan



Joint Council Meeting

Wednesday, July 17th 2014

6:00-8:00pm



Agenda

I. Introductions

II. Project Update

III. Existing Conditions

IV. Workshop Outcomes

V. Roundtable Discussion on Guiding Principles

VI. Next Steps

Project Schedule

2014

2015

SPRING

SUMMER

FALL

WINTER

SPRING

SUMMER

FALL

WINTER

Public Involvement Plan & Guiding Principles

Ongoing Community Outreach



Technical and Background Analysis

Visioning, Analysis & Developing Alternative Scenarios



Testing Alternative Scenarios and Choosing the Preferred Scenario



Jurisdictional Boundary Discussions and Decisions

Developing Final Concept Plan and Phasing

Hearings and Adoption

* Tsalata and Wilsonville Planning Commissions and City Councils will be engaged and updated regularly throughout the concept planning process. Exact dates for meetings regarding Basalt Creek will be posted on the project website calendar @ www.basaltcreek.com/get-involved

JC



JC



JC



JC

JC

JC = Joint Council Meetings

SPRING

SUMMER

FALL

WINTER

SPRING

SUMMER

FALL

WINTER

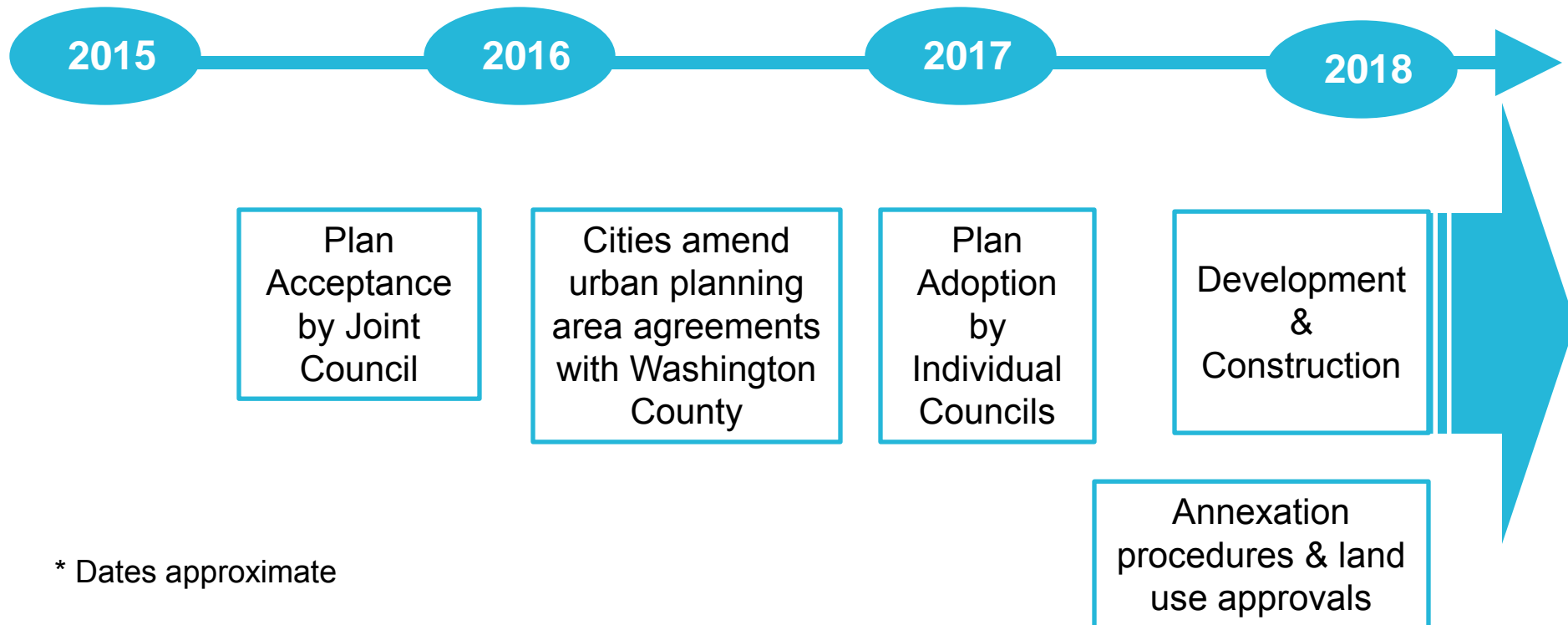
2014

2015

What will the plan include?

1. Land use concept and configuration
2. Local roadway connections
3. Multimodal network
4. Natural resource protection areas
5. Utilities (sewer, water and stormwater)
6. Jurisdictional boundary

What happens after adoption?



* Dates approximate

Agenda

I. Introductions

II. Project Update

III. Existing Conditions

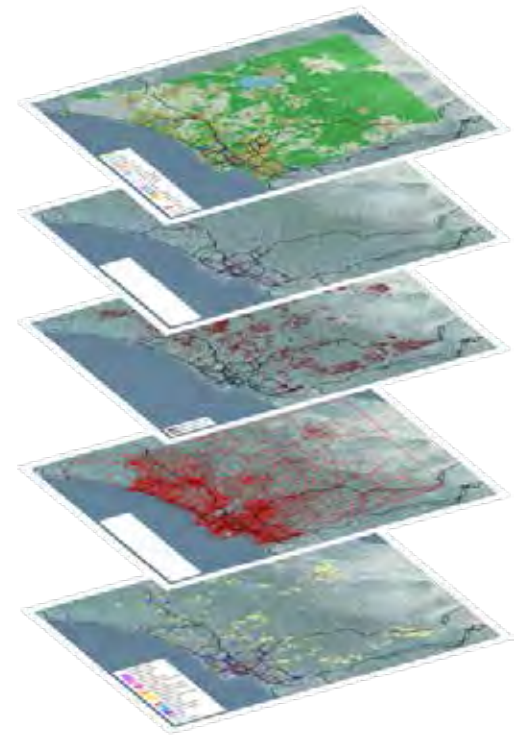
IV. Workshop Outcomes

V. Roundtable Discussion on Guiding Principles

VI. Next Steps

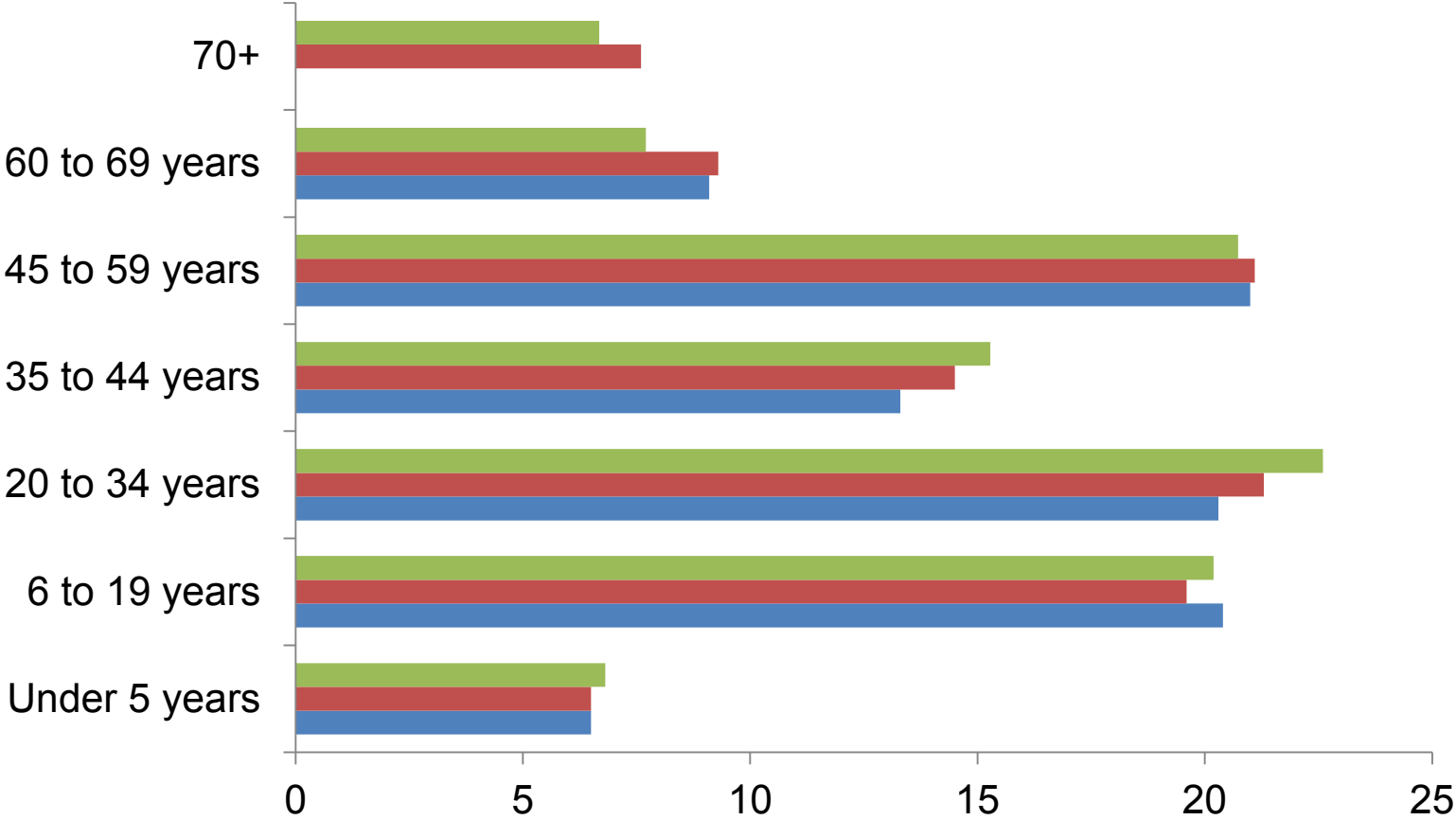
Existing Conditions

1. **Housing and Employment**
2. Environmental Constraints
3. Transportation
4. Infrastructure



Age Profile for Tualatin & Wilsonville

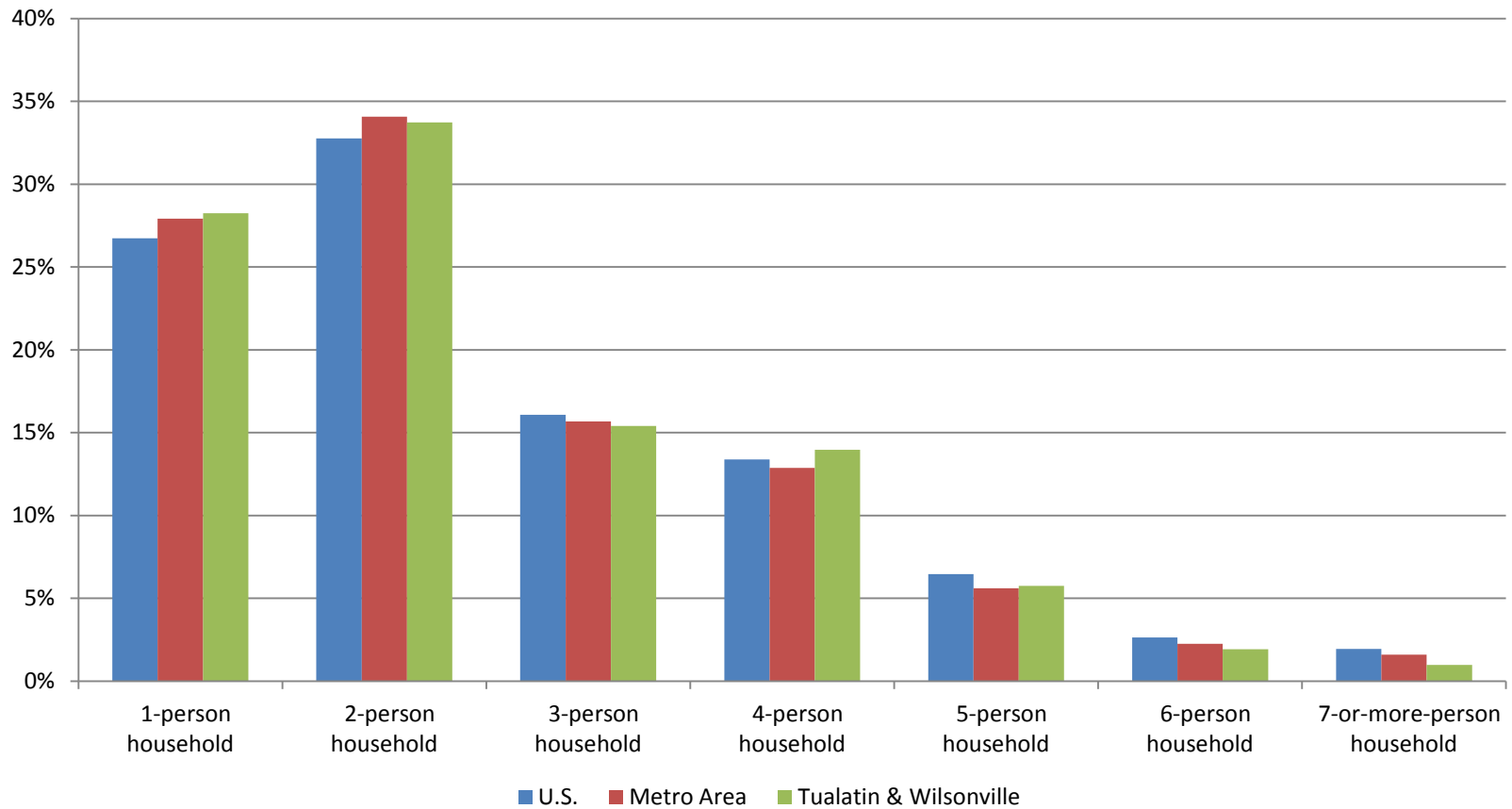
Age Profile



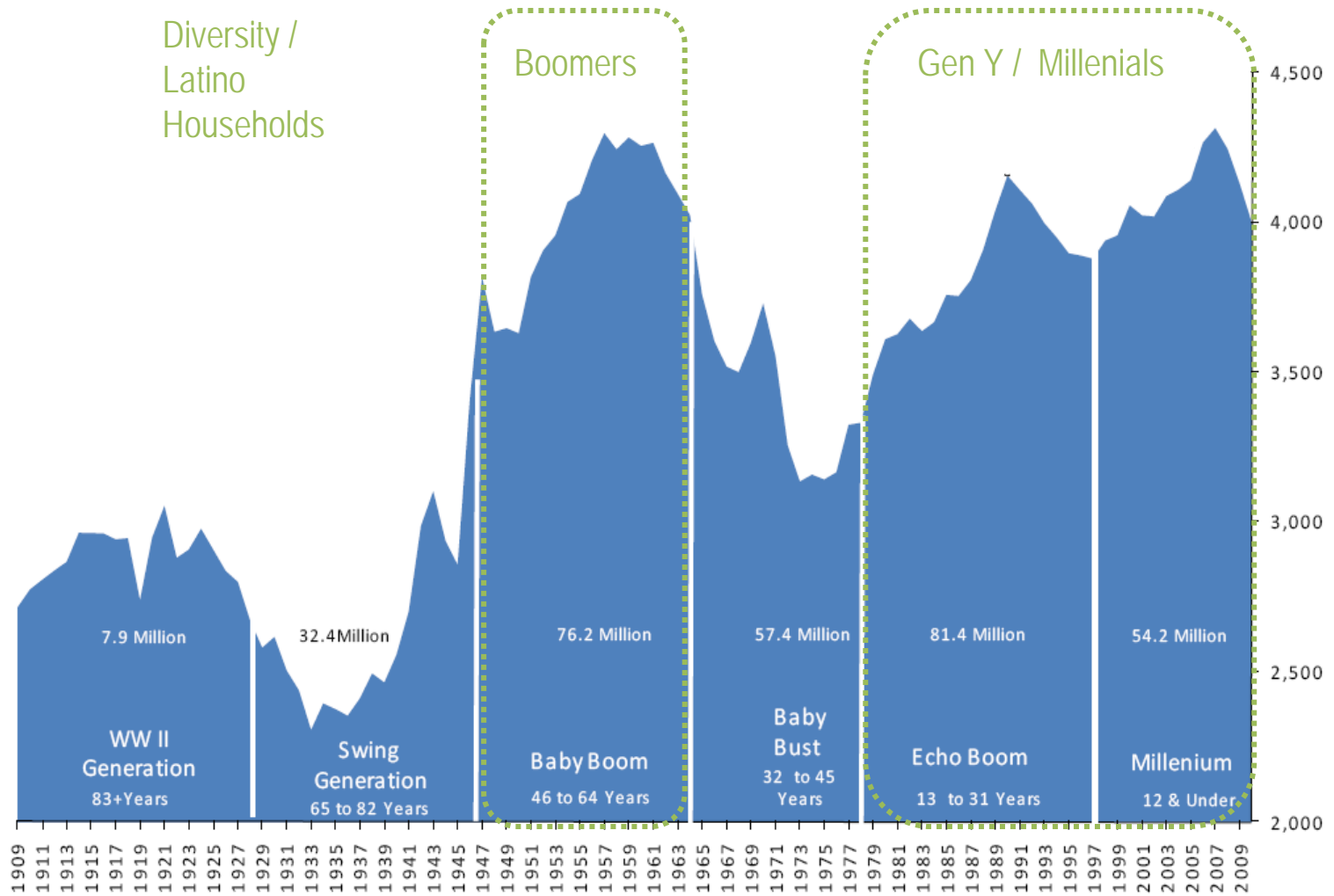
Percent of Total Population
■ Wilsonville & Tualatin ■ Metro Area ■ U.S.



Household Size

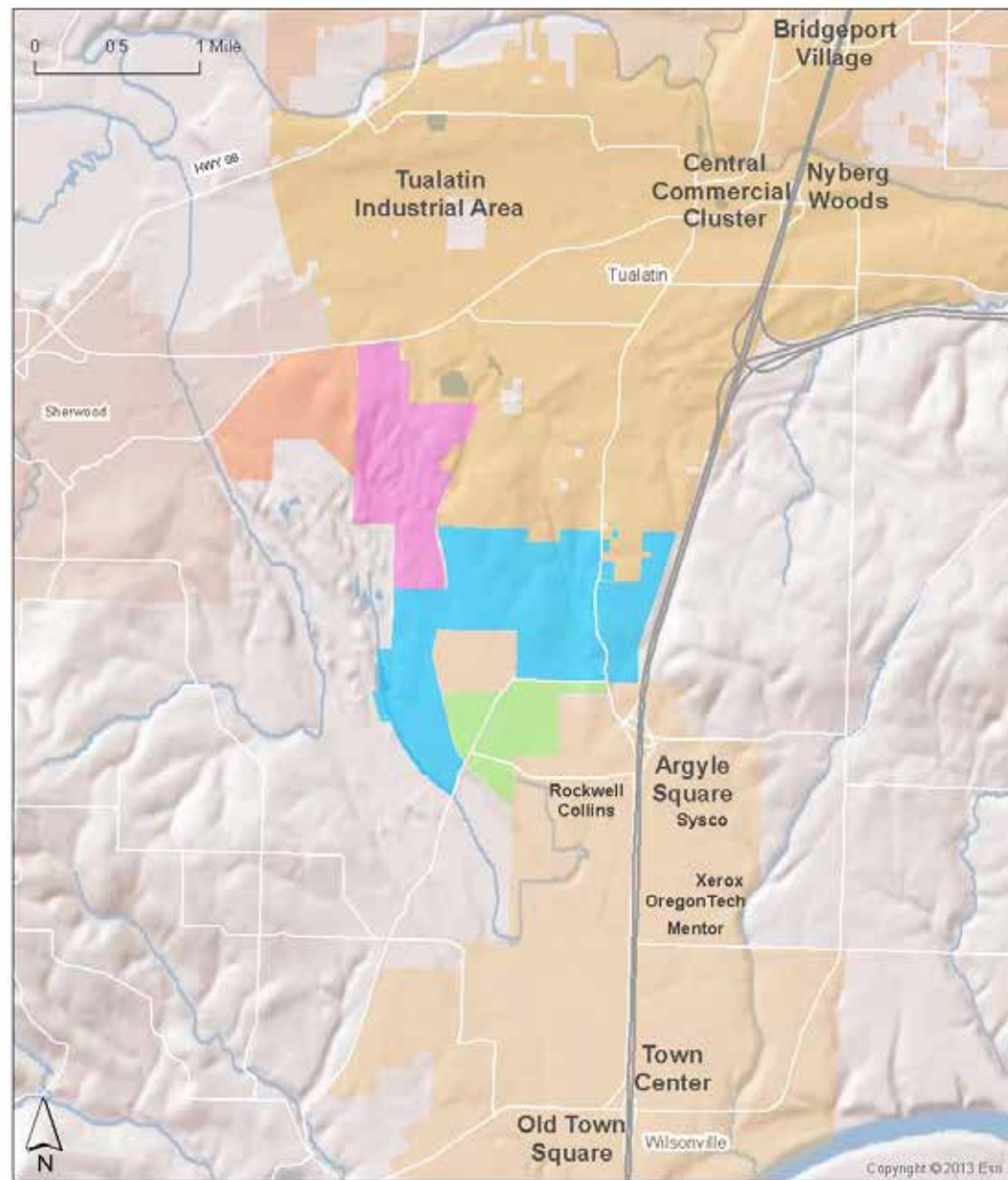


Three Big Trends for the Next Twenty Years



Source: National Center for Health Statistics, US Census Bureau; Heitman Research

Existing Employment Centers



- Basalt Creek Planning Area
- Tonquin Employment Concept Plan Area
- Southwest Tualatin Concept Plan Area
- Coffee Creek Plan Area

Data provided by Metro, Clark County, and D&L Associates

Planning and
Employment Areas



Office

- Some potential office demand in the planning area, but slow to recover post-recession
- Higher office vacancy in Tualatin (20%) than in Wilsonville (7%)



Industrial

- Good access to I-5 for freight
- Near growing industrial area to the south
- Major employers nearby include Xerox, Mentor Graphics, and other tech/professional service companies – will influence Basalt's Creek's development
- Need to complement other planned industrial areas nearby



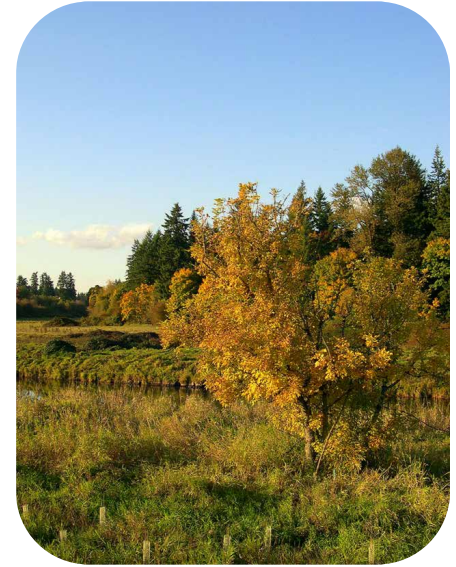
Retail

- Regional shopping centers already exist nearby
- Large-scale retail requires a large population base to draw from



Existing Conditions

1. Housing and Employment
- 2. Environmental Constraints**
3. Transportation
4. Infrastructure

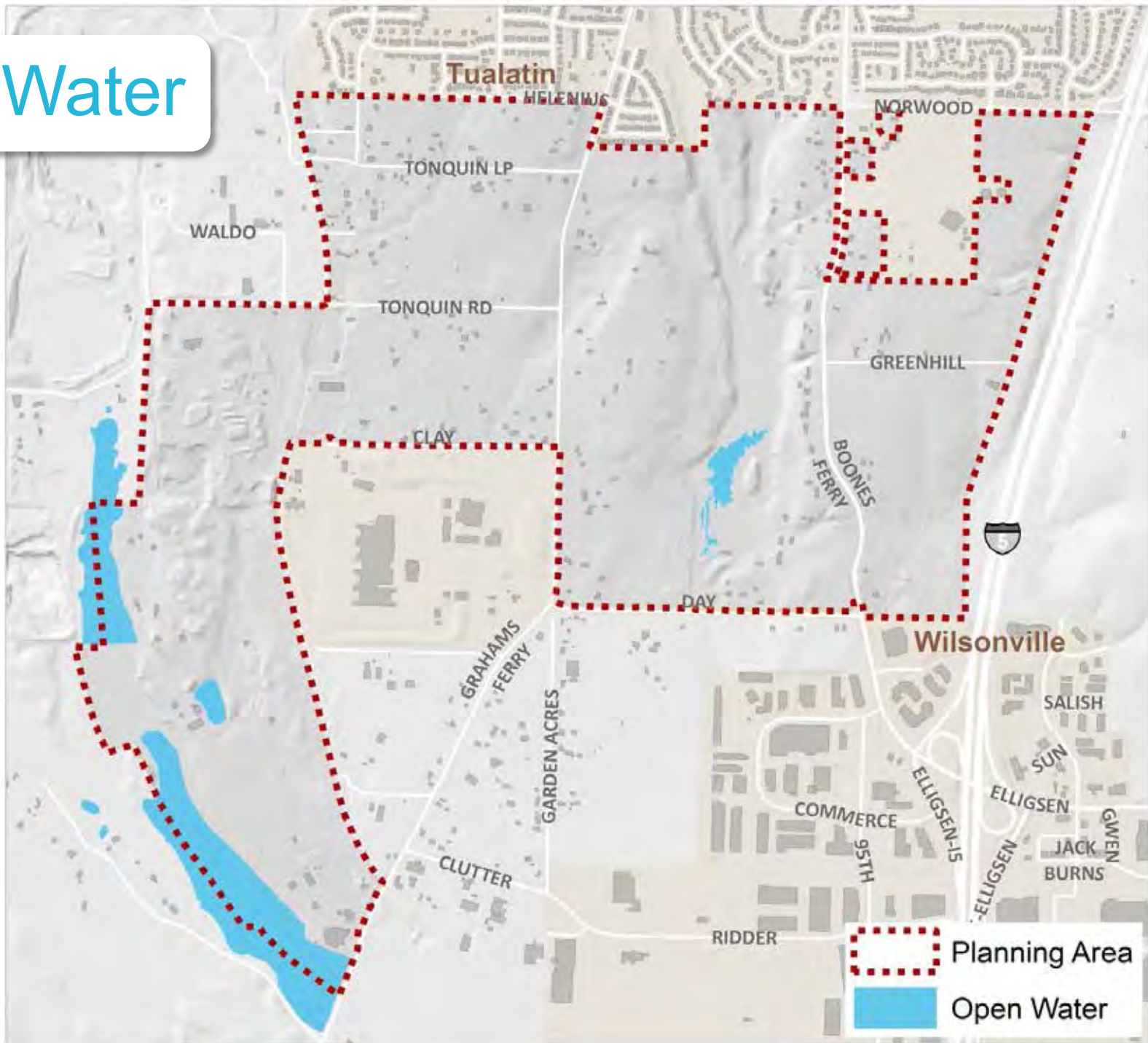


Environmental Constraints

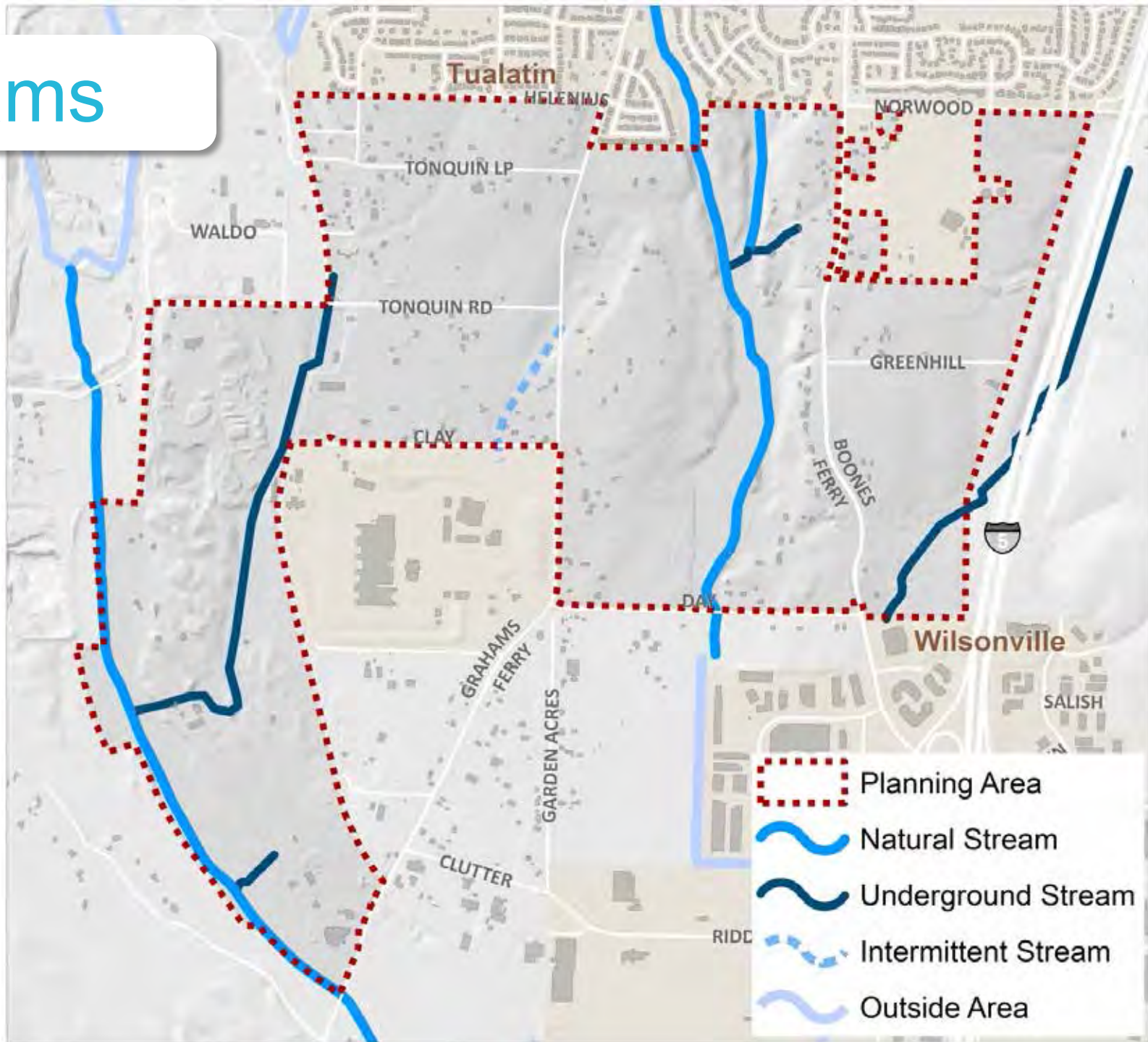
- Wetlands
- Habitat
- Steep slopes



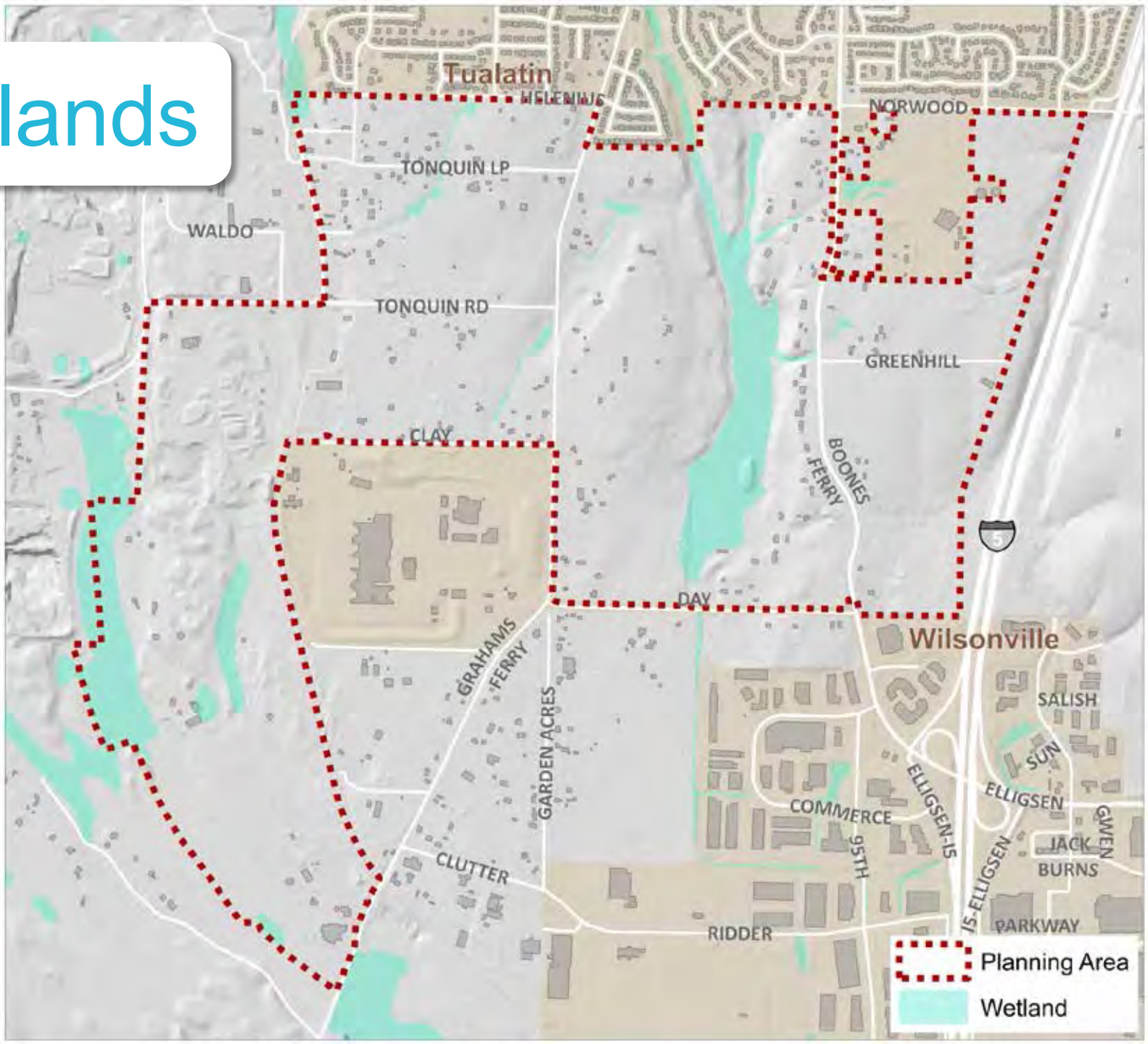
Open Water



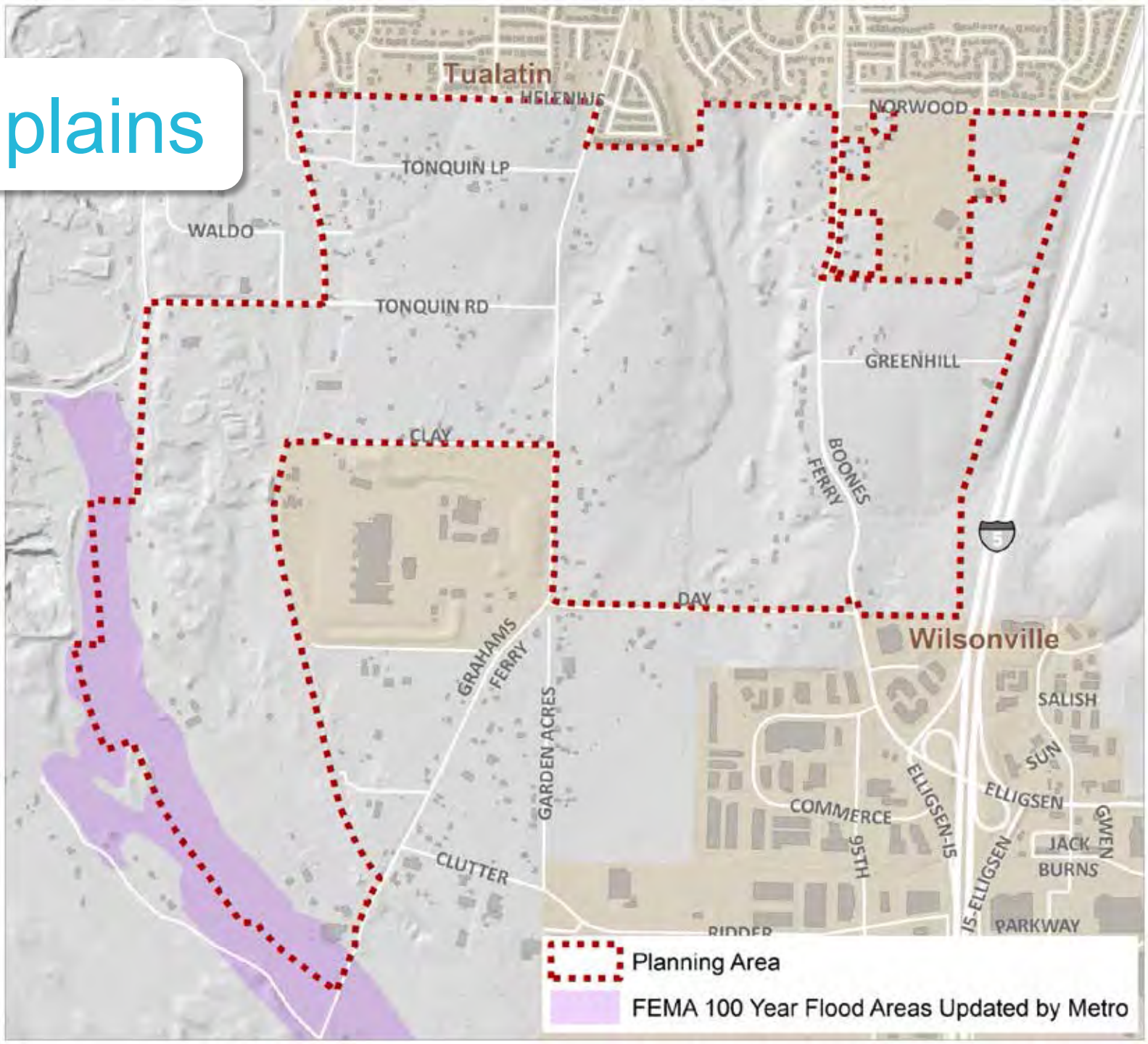
Streams



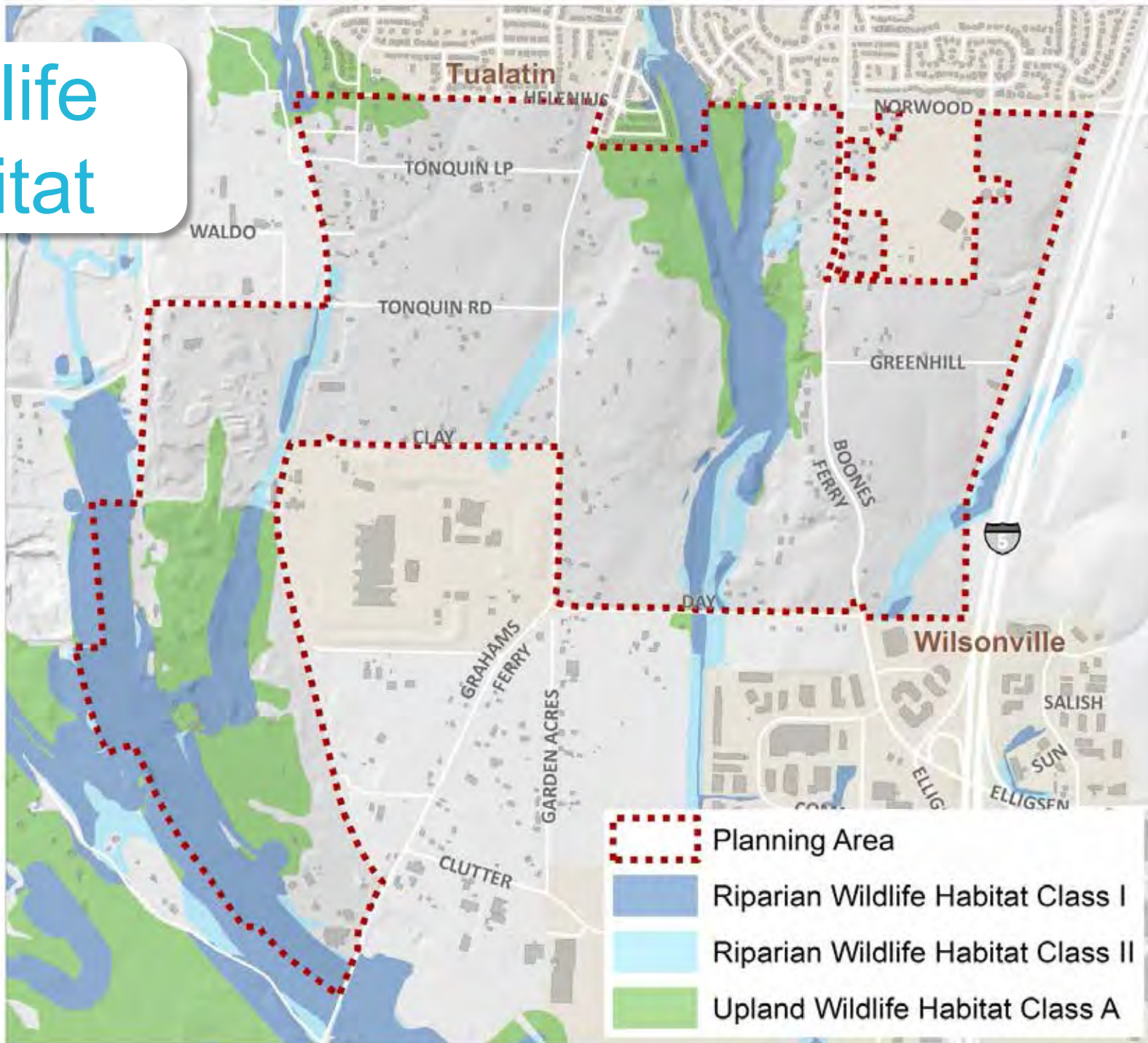
Wetlands





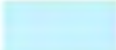

Floodplains



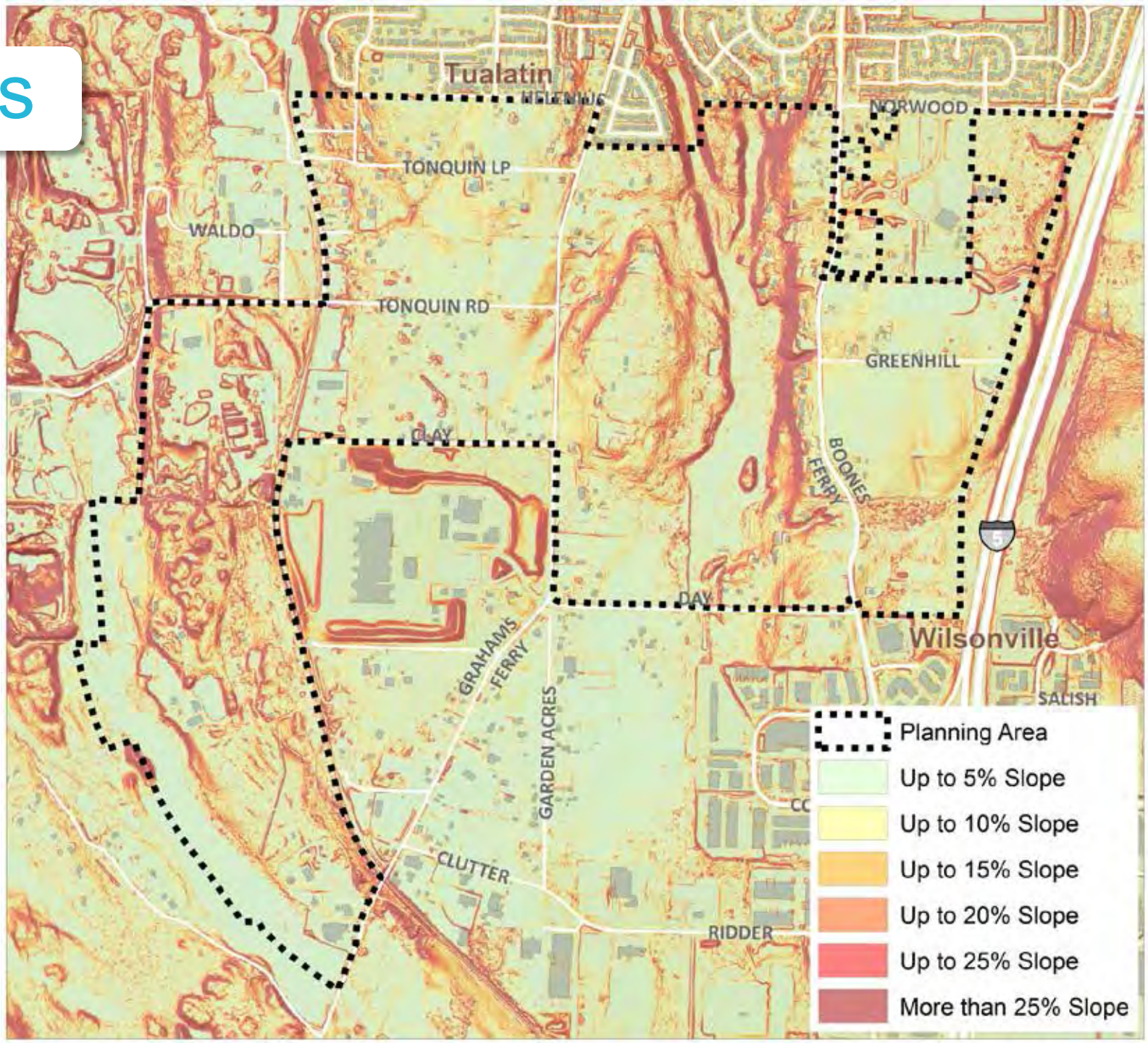
Wildlife Habitat



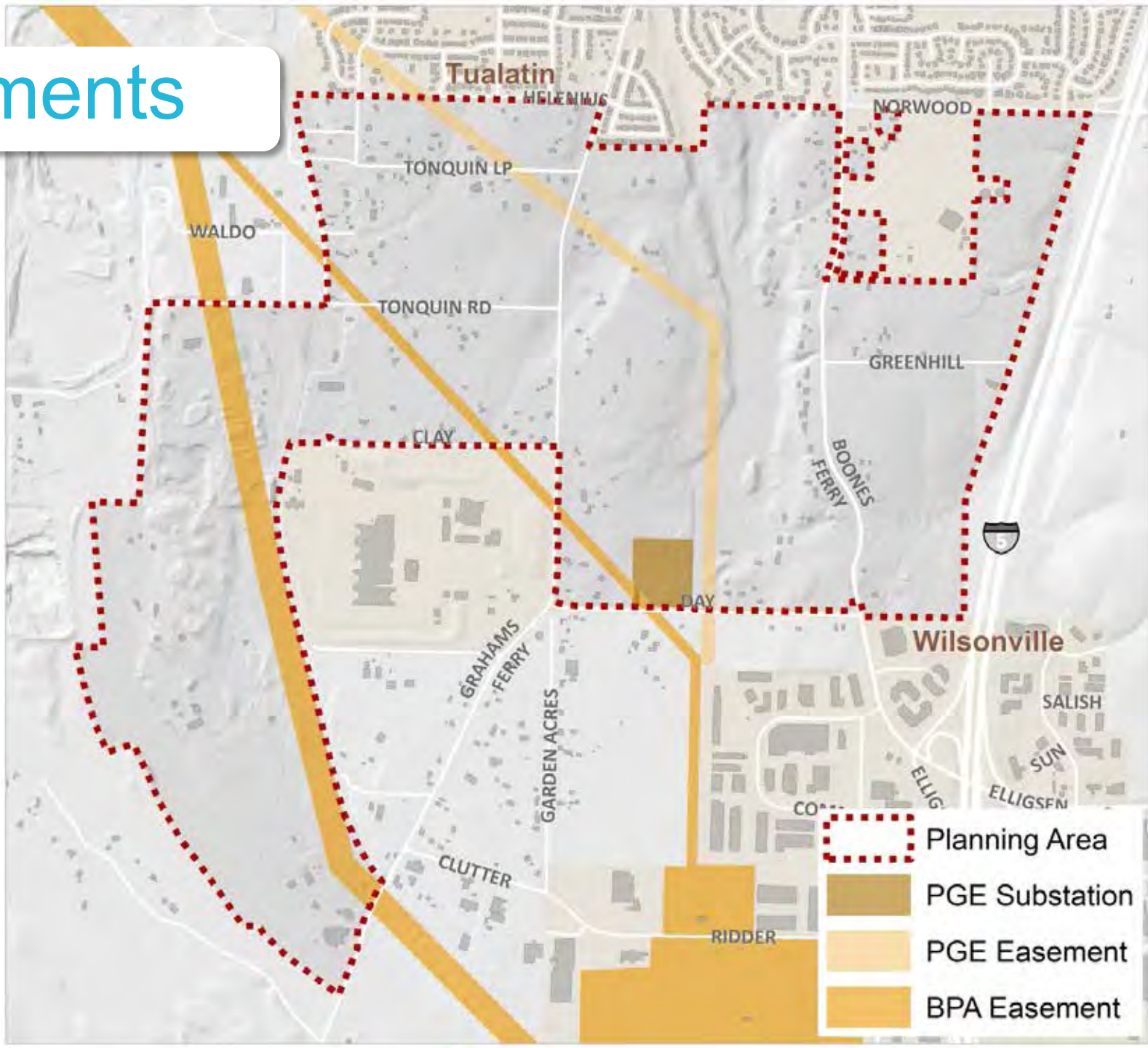
Data Source:
Metro Title 13
Wetlands
Inventory 2014

-  Planning Area
-  Riparian Wildlife Habitat Class I
-  Riparian Wildlife Habitat Class II
-  Upland Wildlife Habitat Class A

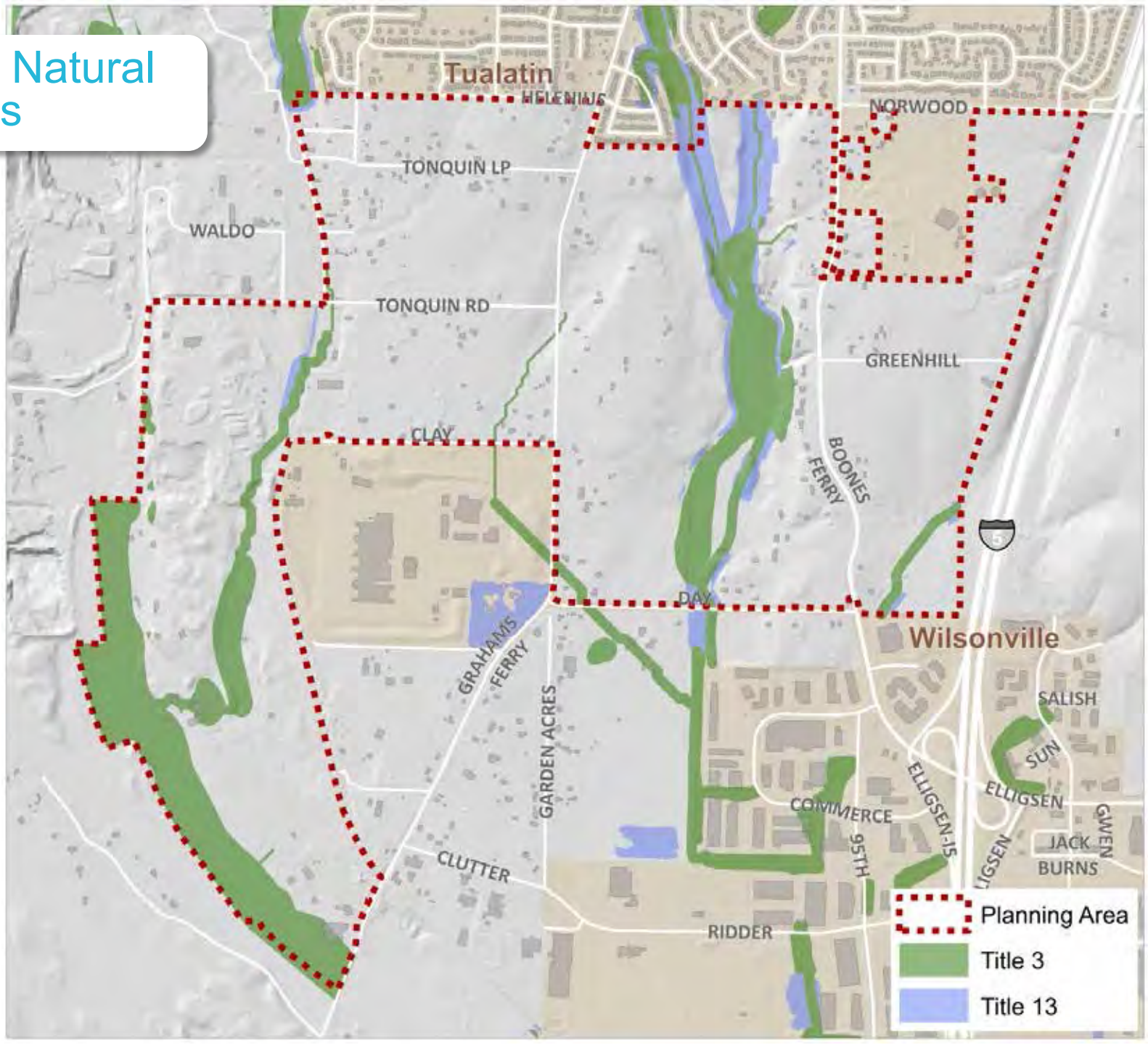
Slopes



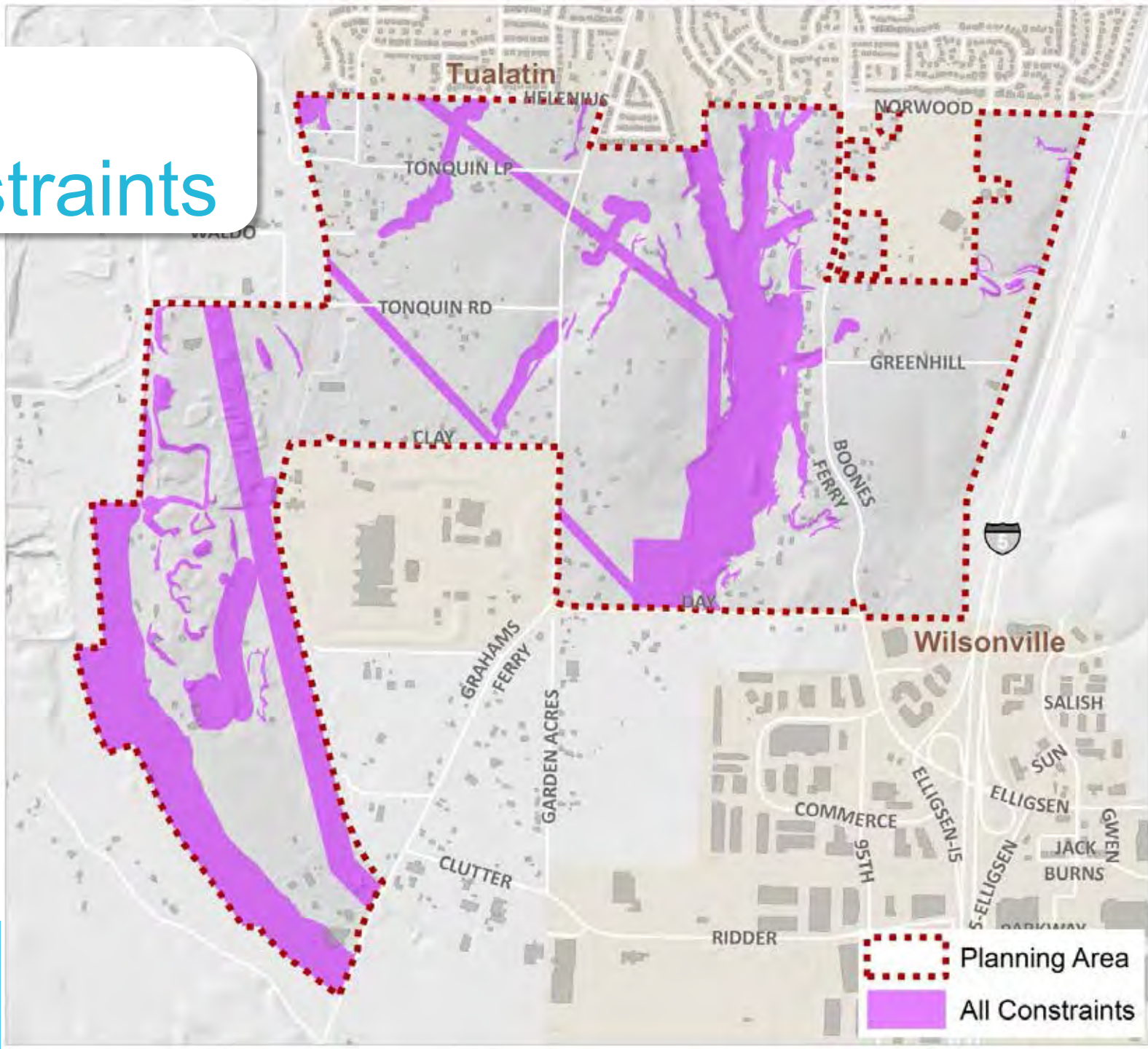
Easements



Protected Natural Resources



All Constraints



All Constraints

- 276 acres constrained
- Study area total is 847 acres
- 33% constrained

Existing Conditions

1. Housing and Employment
2. Environmental Constraints
- 3. Transportation**
4. Infrastructure



Bike and Pedestrian System

- Several projects in Cities' TSPs to enhance bike/ped connectivity in the area
- Washington County standards in place for bike/ped facilities on new and improved roads
- Ice Age Tonquin Trail in process



Transit System

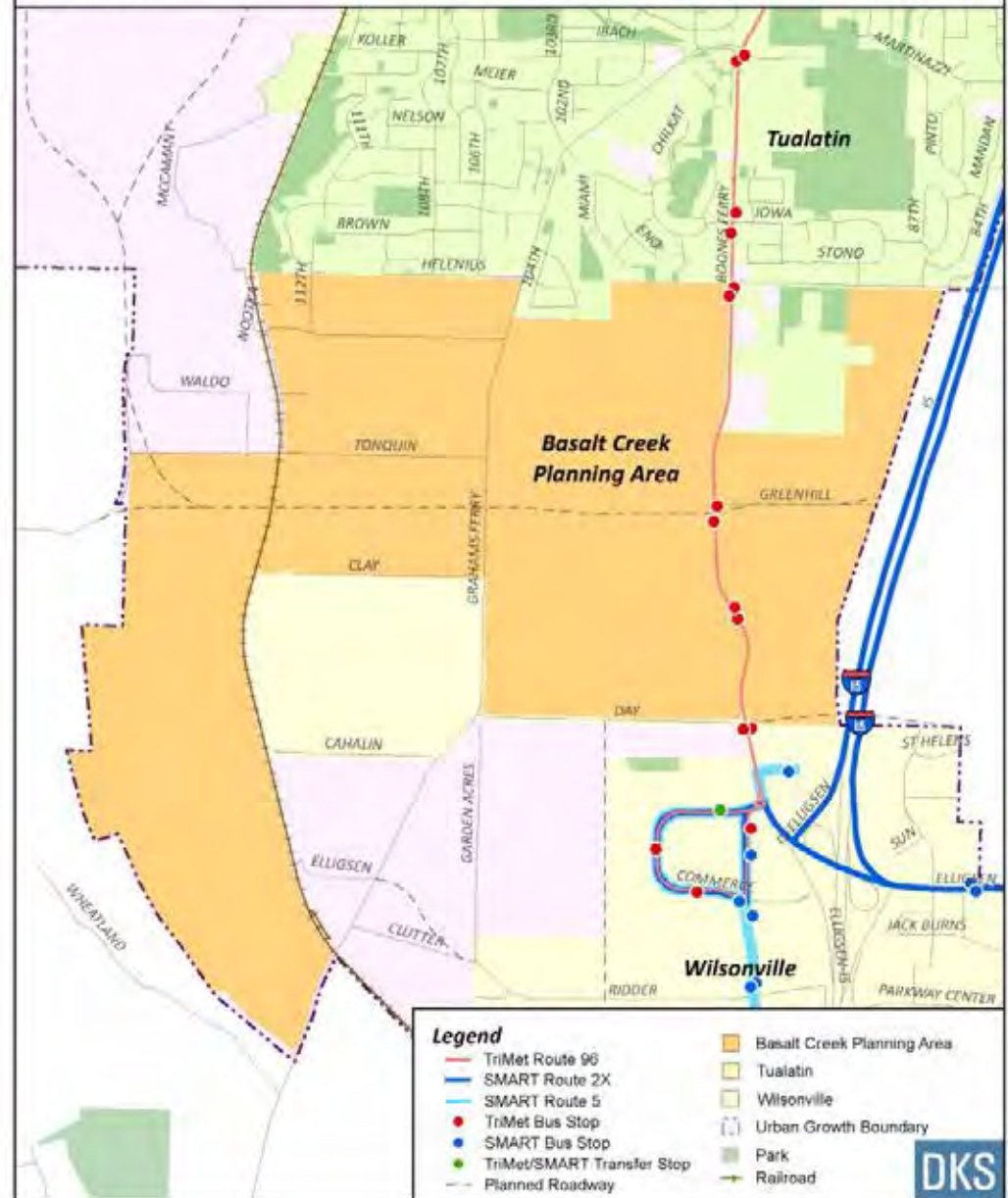
- WES
- Frequent bus service to Downtown Portland



Figure 3

Transit System

Basalt Creek Concept Plan



Transportation Refinement Plan

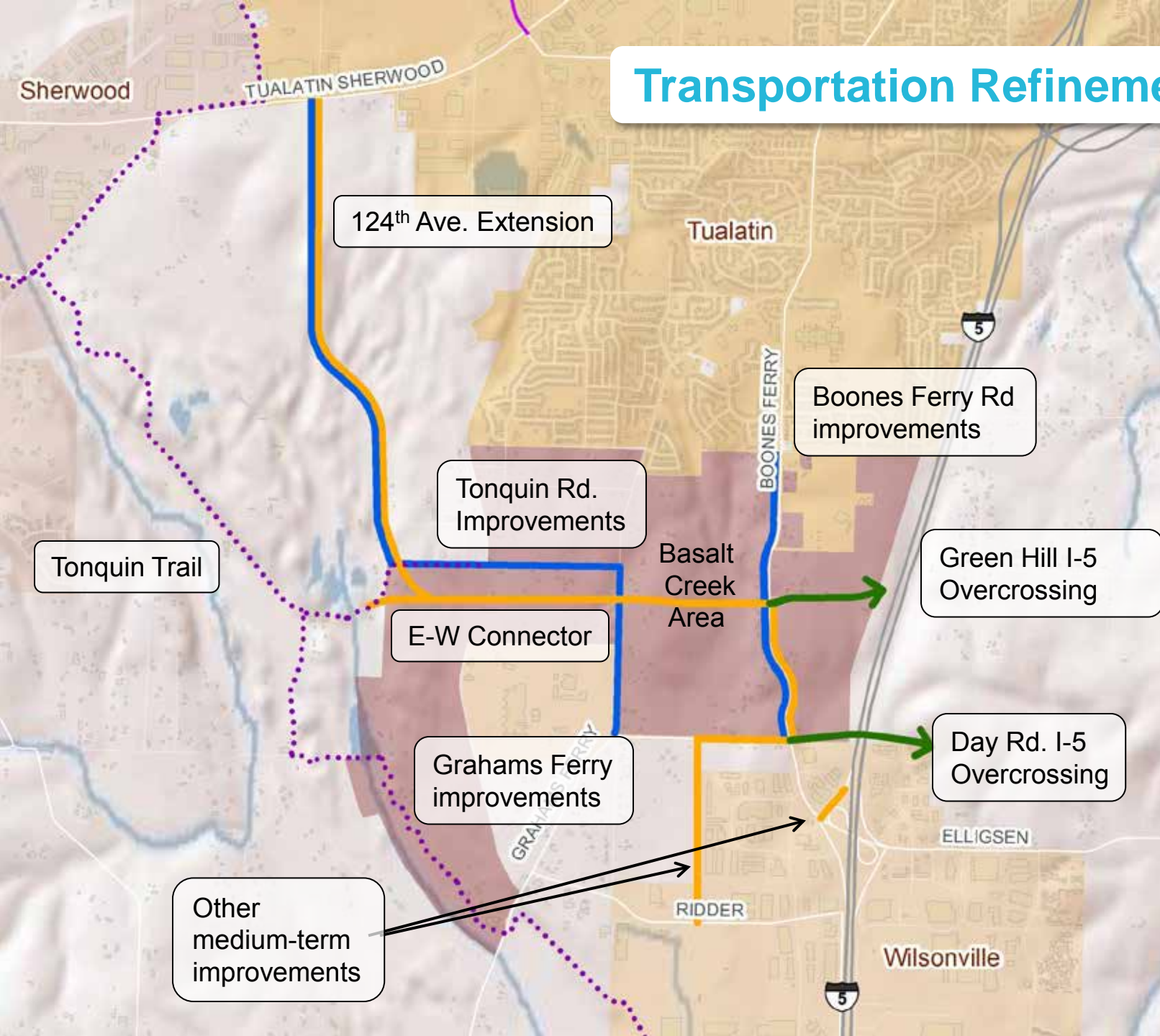
- **Purpose** New transportation system between Tualatin-Sherwood Rd & I-5
- **Components** 18 transportation investments – short, medium and long-term

Basalt Creek Transportation Refinement Plan (TRP)

Implications

- Alignments and access points for major roads and improvements are already established
- Local roads and multimodal connections still need attention

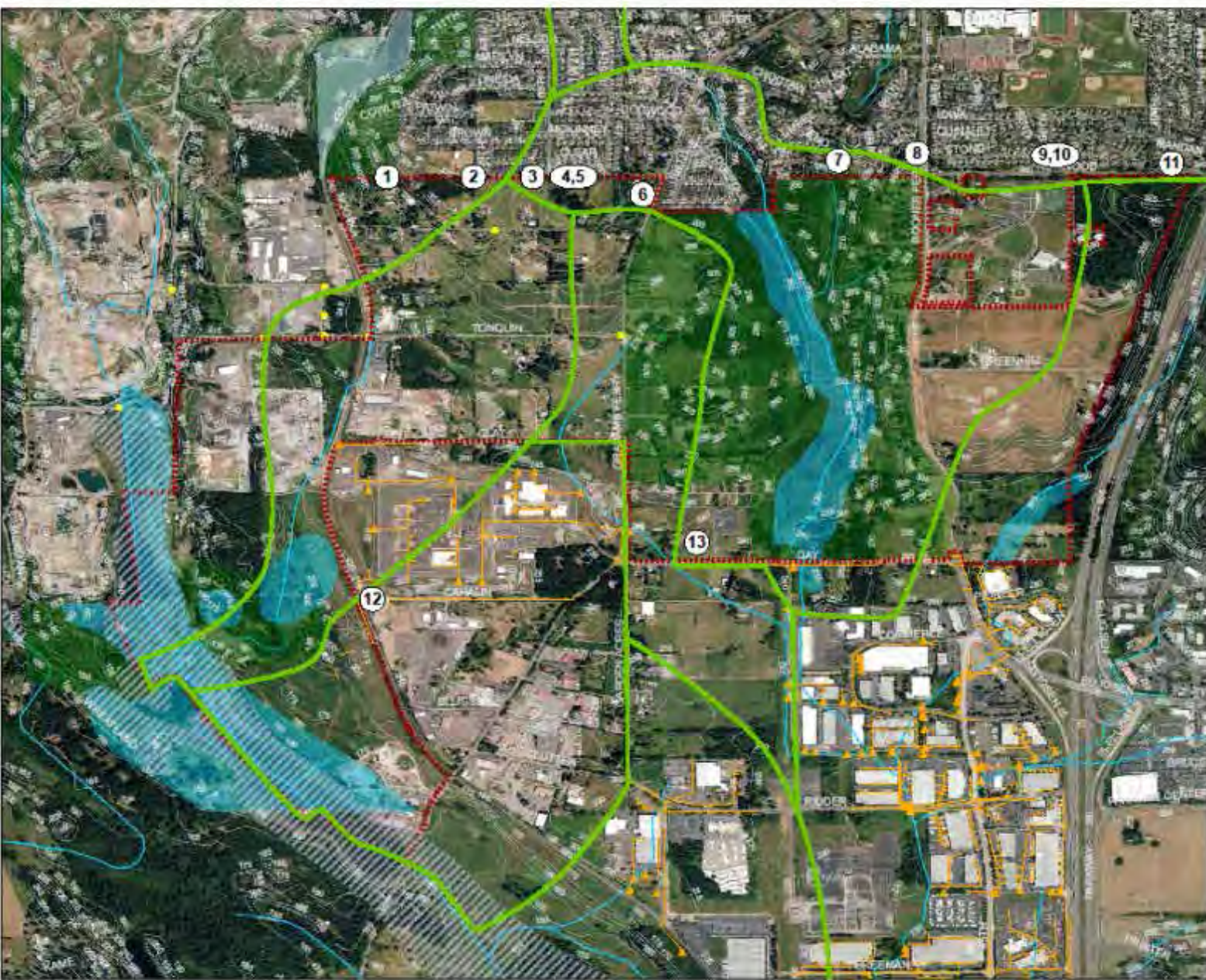
Transportation Refinement Plan



Existing Conditions

1. Housing and Employment
2. Environmental Constraints
3. Transportation
- 4. Infrastructure**





- LEGEND**
- Planning Area
 - No Resource
 - Water Area and Wetland
 - Wildlife Habitat
 - Water Area/Wetland&F/W Habitat
 - Significant Natural Area
 - 100-year Floodplain
 - Washington County Culverts
 - Wilsonville Stormwater Outlets
 - Wilsonville Stormwater System
 - CONTOUR_5FT
 - Streets
 - Stream channels
 - Delineated Drainage Basin
 - X Potential points of connection (see Table)



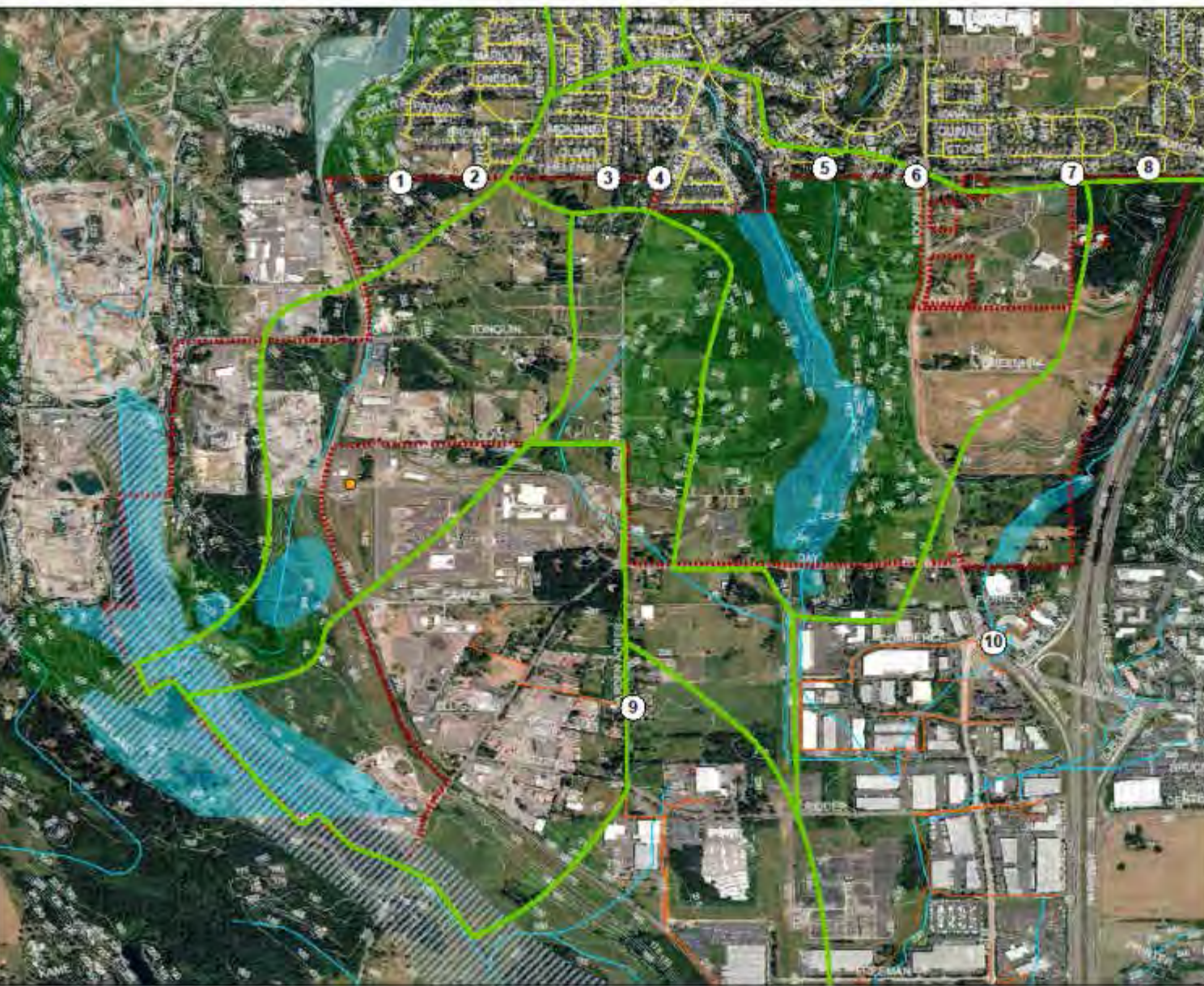
FIGURE 1
 Existing Stormwater Infrastructure and Drainage Area
 Existing Stormwater and Wastewater Infrastructure
 Basalt Creek Planning Area

Stormwater

- Basins generally flow toward Wilsonville
- Pinch point in existing Wilsonville system (south of Day Road) will need to be addressed to increase capacity
- Very small service area drains toward the northwest, through CWS/Tualatin system (Connection Point 1 and 2)

Stormwater

- Large natural resource areas will necessitate minimizing piping to minimize ground disturbance
- Existing culverts in the planning area have not been sized for urban conditions and will most likely need to be upsized for future conditions.
- Low impact development (LID) features will be required for development in Wilsonville



- LEGEND**
- Planning Area
 - No Resource
 - Water Area and Wetland
 - Wildlife Habitat
 - Water Area/Wetland&F/W Habitat
 - Significant Natural Area
 - 100-year Floodplain
 - Wilsonville Wastewater System
 - Wilsonville Wastewater Vault
 - CWS/Tualatin Wastewater System
 - CWS/Tualatin Wastewater Pumpstations
 - CONTOUR_5FT
 - Streets
 - Stream channels
 - Delineated Drainage Basin
 - (X) Potential Point of Connection to Existing System (see Table 2)



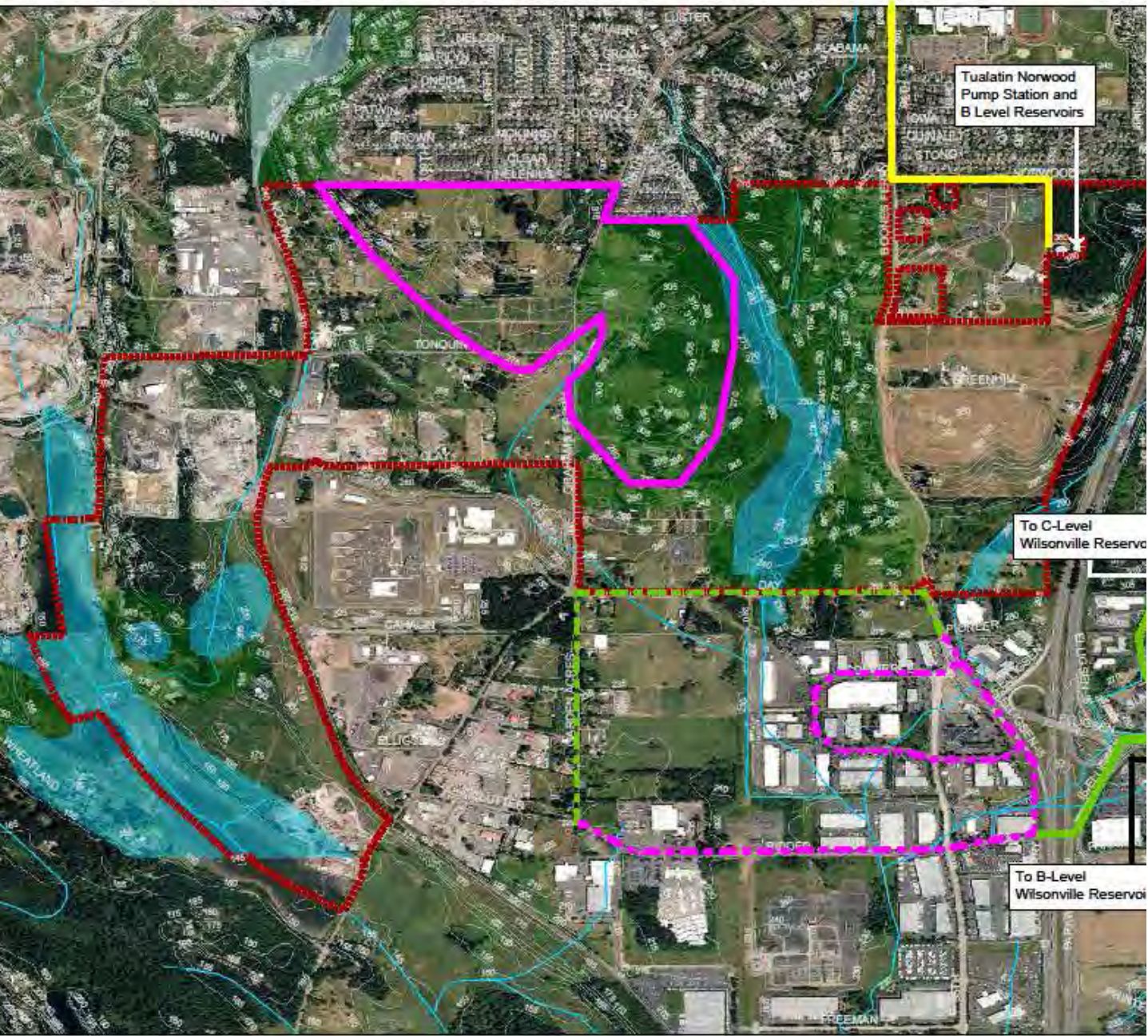
FIGURE 2
 Existing Wastewater Infrastructure
 Existing Stormwater and Wastewater Infrastructure
 Basalt Creek Planning Area

Sanitary

- A majority of the area could flow by gravity to Wilsonville
- Both Tualatin and Wilsonville have or are considering flows from Basalt Creek in the sanitary master plans.

Sanitary

- Facility planning for Wilsonville's recently upgraded 4 MGD treatment plant included provisions for further expansion to 7 MGD. Basalt Creek area can be accommodated.
- Service Agreements will require changes to service boundaries and capacity impacts evaluation.



Water

- Basalt Creek area can be served by either Wilsonville or Tualatin
- Two pressure zones to serve the area, with a majority of the basin in the pressure zone B with remainder in pressure zone C

Water

- Additional Storage and capacity under I-5 will need to be evaluated based on final zoning and anticipated demand.
- Willamette Supply project might have an impact on how and who serves this area.

Agenda

I. Introductions

II. Project Update

III. Existing Conditions

IV. Workshop Outcomes

V. Roundtable Discussion on Guiding Principles

VI. Next Steps

Public Workshop

- We will have information summarized for this over the next two weeks. Will include instant polling results, and pictures of the maps, and the digitized versions. It will not include any analysis.

Polling Questions

- Placeholder for instant polling questions

Agenda

I. Introductions

II. Project Update

III. Existing Conditions

IV. Workshop Outcomes

V. Roundtable Discussion on Guiding Principles

VI. Next Steps

Guiding Principles

- Represent **collective interests** and goals for planning area
- Provide **Framework** for gathering input and developing **evaluation** measures

Guiding Principles

1. Create a **shared vision** for the Basalt Creek planning area that maintains and **complements** the identity of each city and leads to **successful implementation** at the local level.

Guiding Principles

2. Grow the **economic opportunities** of this unique area.

Guiding Principles

3. Develop **cohesive infrastructure** systems (roads, trails, pipes) to serve the area.

Guiding Principles

4. Catalyze high-quality **industrial development** and foster creation of **quality neighborhoods** with a range of housing options to meet local demand.

Guiding Principles

5. Provide **appropriate transitions** between different land uses.

Guiding Principles

6. **Protect** existing city **neighborhoods** and employment areas from impacts created by growth.

Guiding Principles

7. Ensure **natural resource areas** are incorporated into the plan as community **amenities** and assets.

Guiding Principles

8. Increase **equitable access** to **nature** and active **recreation** opportunities.

Guiding Principles

9. Design an **efficient transportation network** to provide a full range of mobility options supportive of industry, employees and diverse residents.

Guiding Principles

- Dot exercise

Agenda

I. Introductions

II. Project Update

III. Existing Conditions

IV. Workshop Outcomes

V. Roundtable Discussion on Guiding Principles

VI. Next Steps

Next Steps

- Complete stakeholder outreach and summarize public input
- Finalize constraints, and existing conditions work
- Start developing themes and check back in with Individual Councils for input on developing alternatives

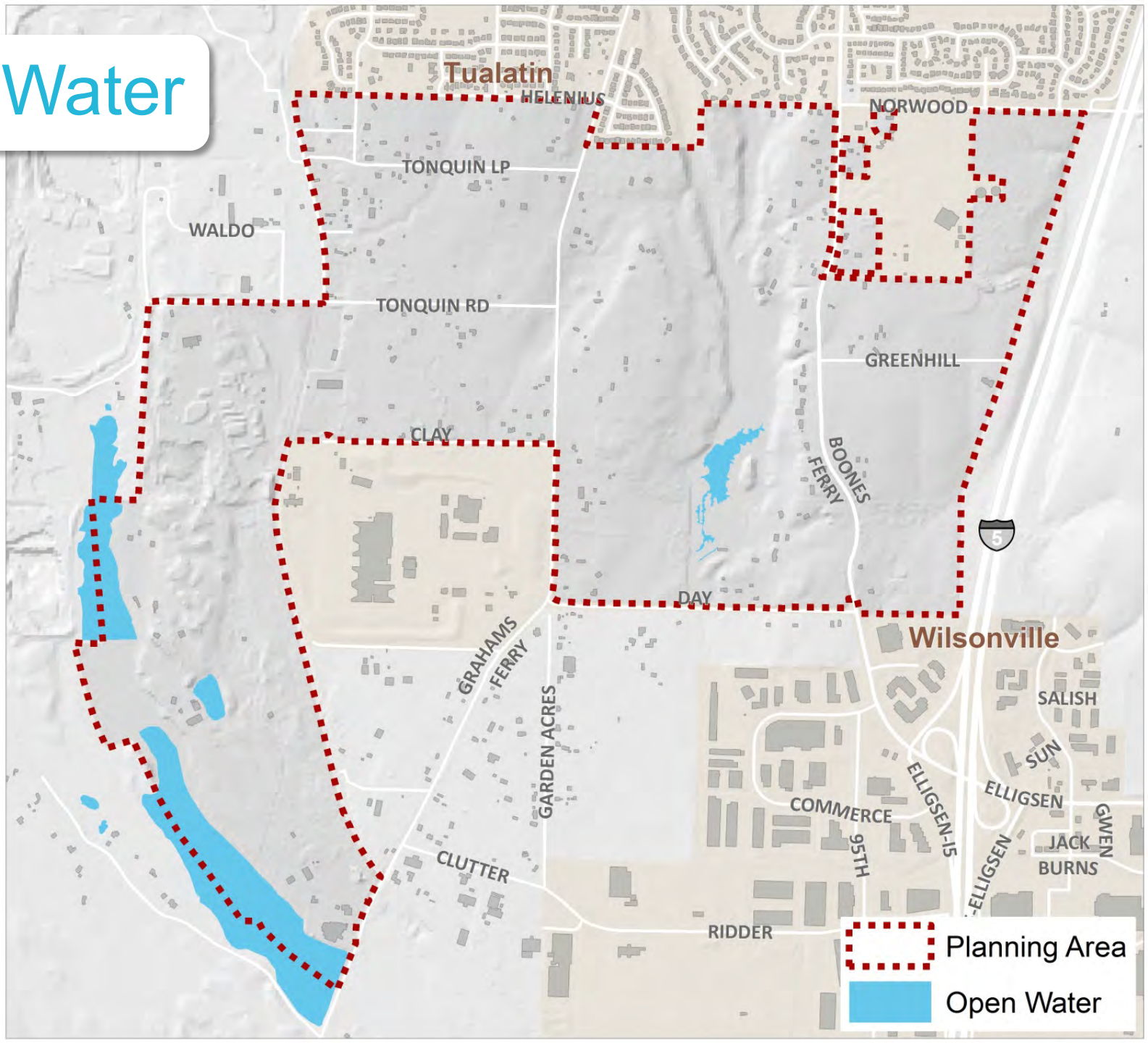
THANK YOU!

Summary of Environmental Constraints

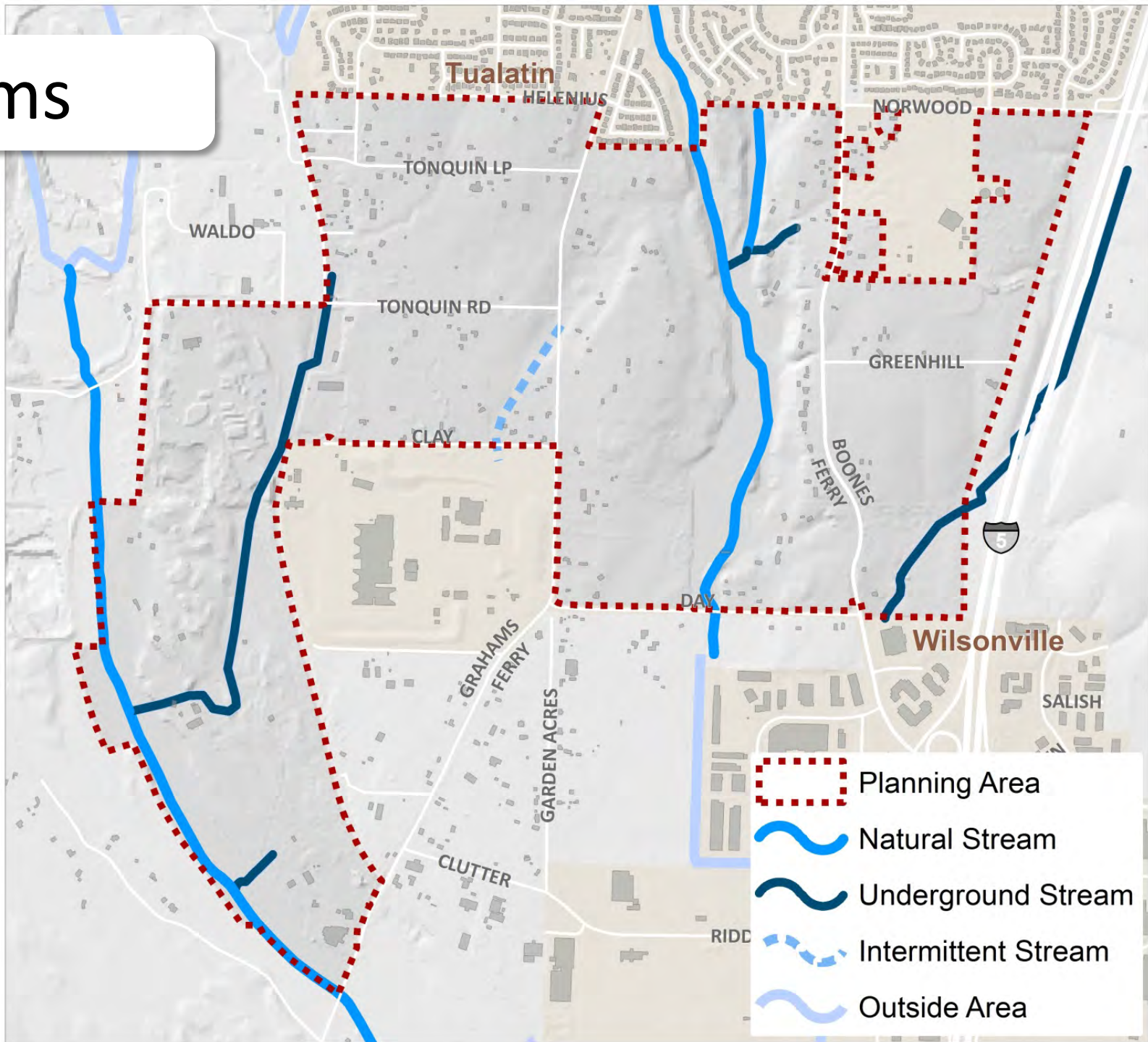
- Wetlands
- Habitat
- Steep slopes



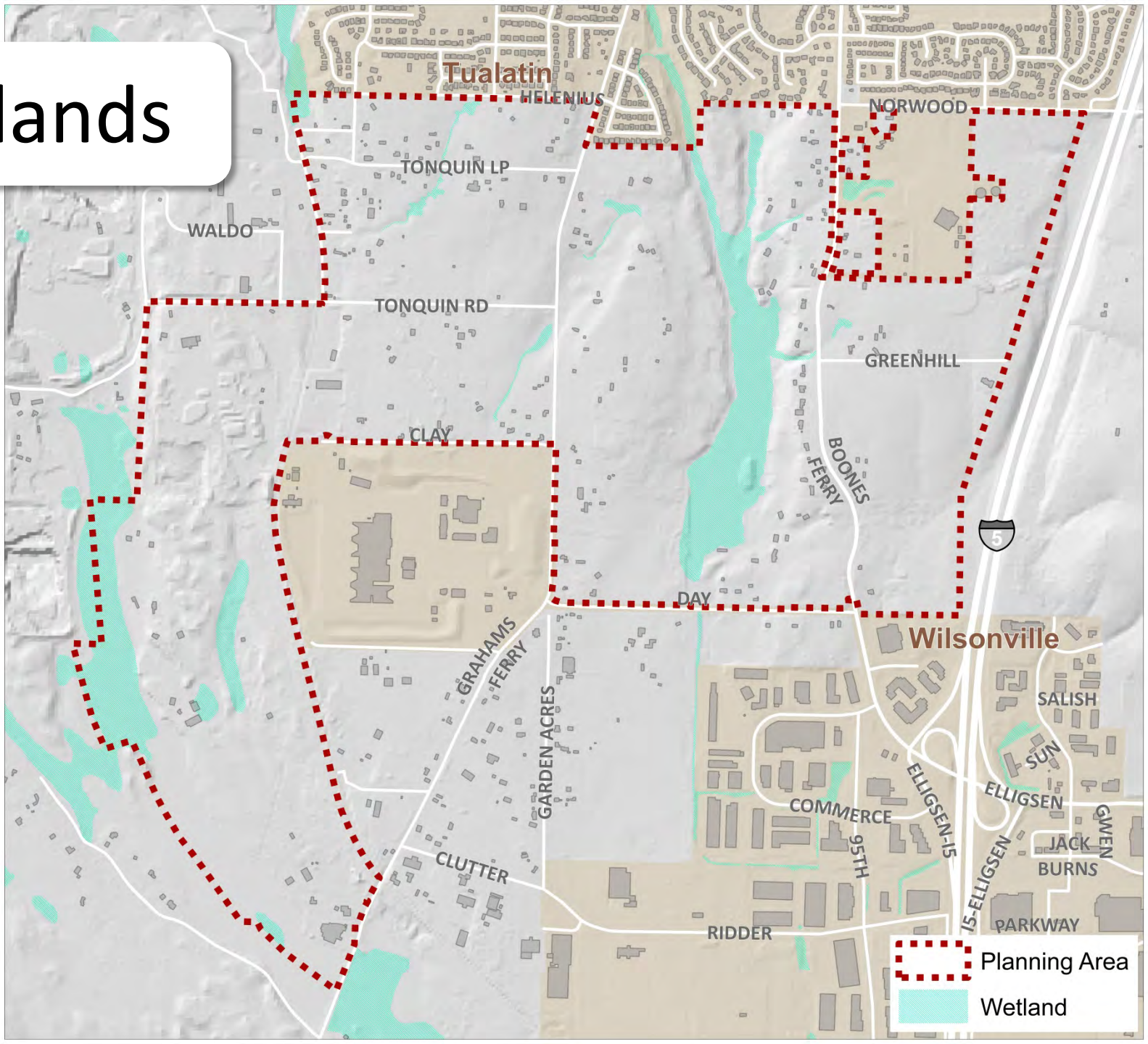
Open Water



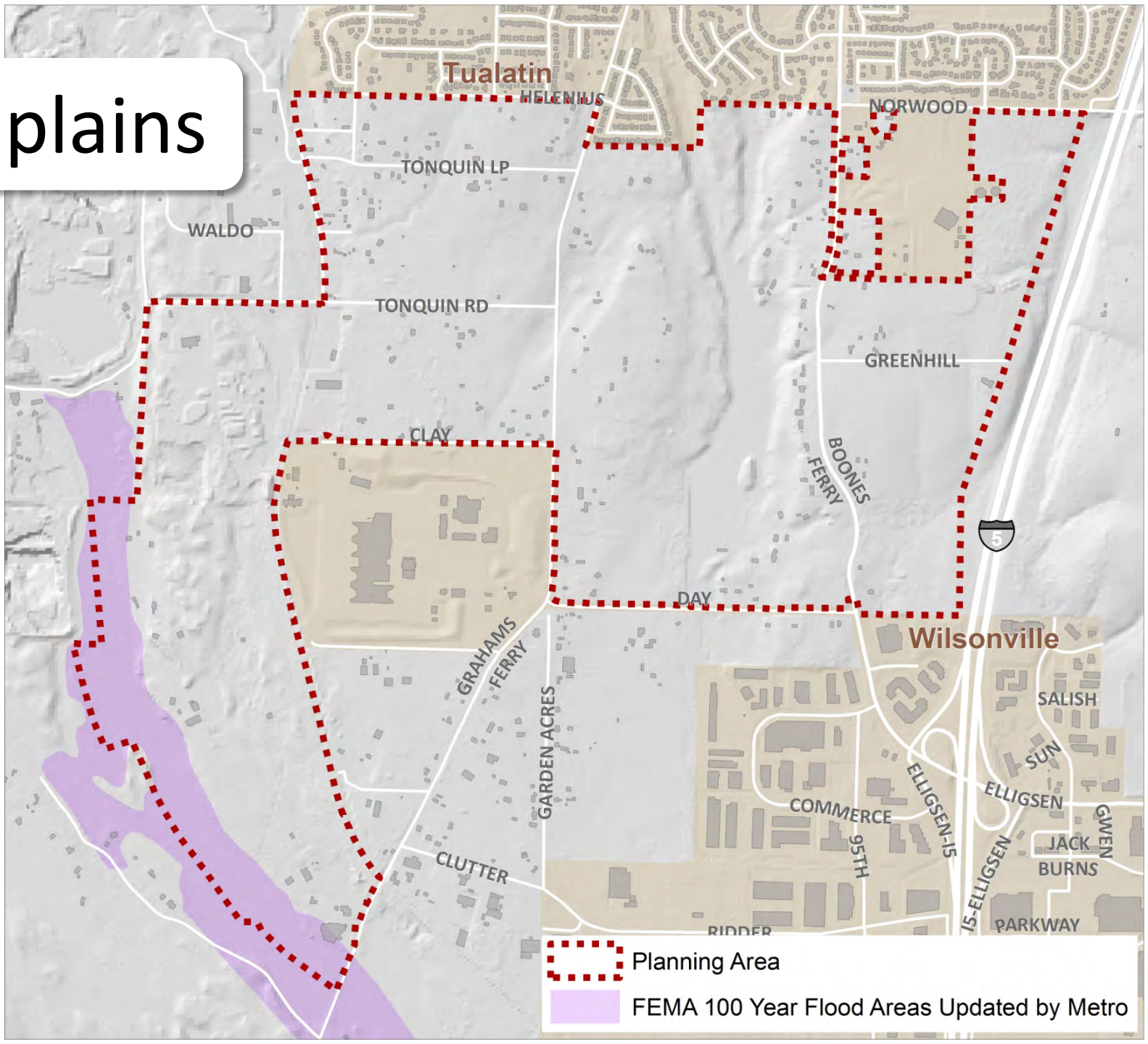
Streams



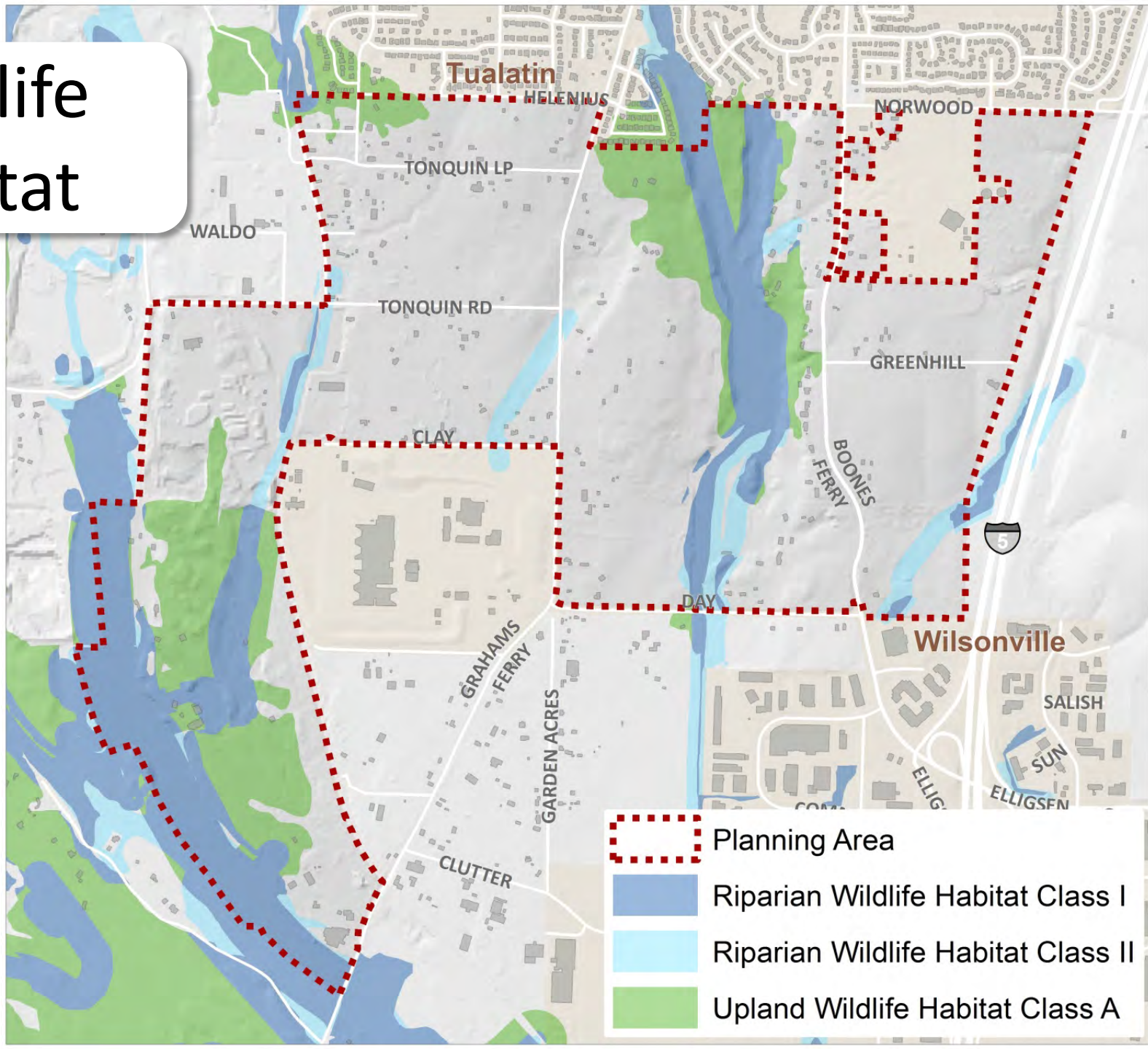
Wetlands



Floodplains

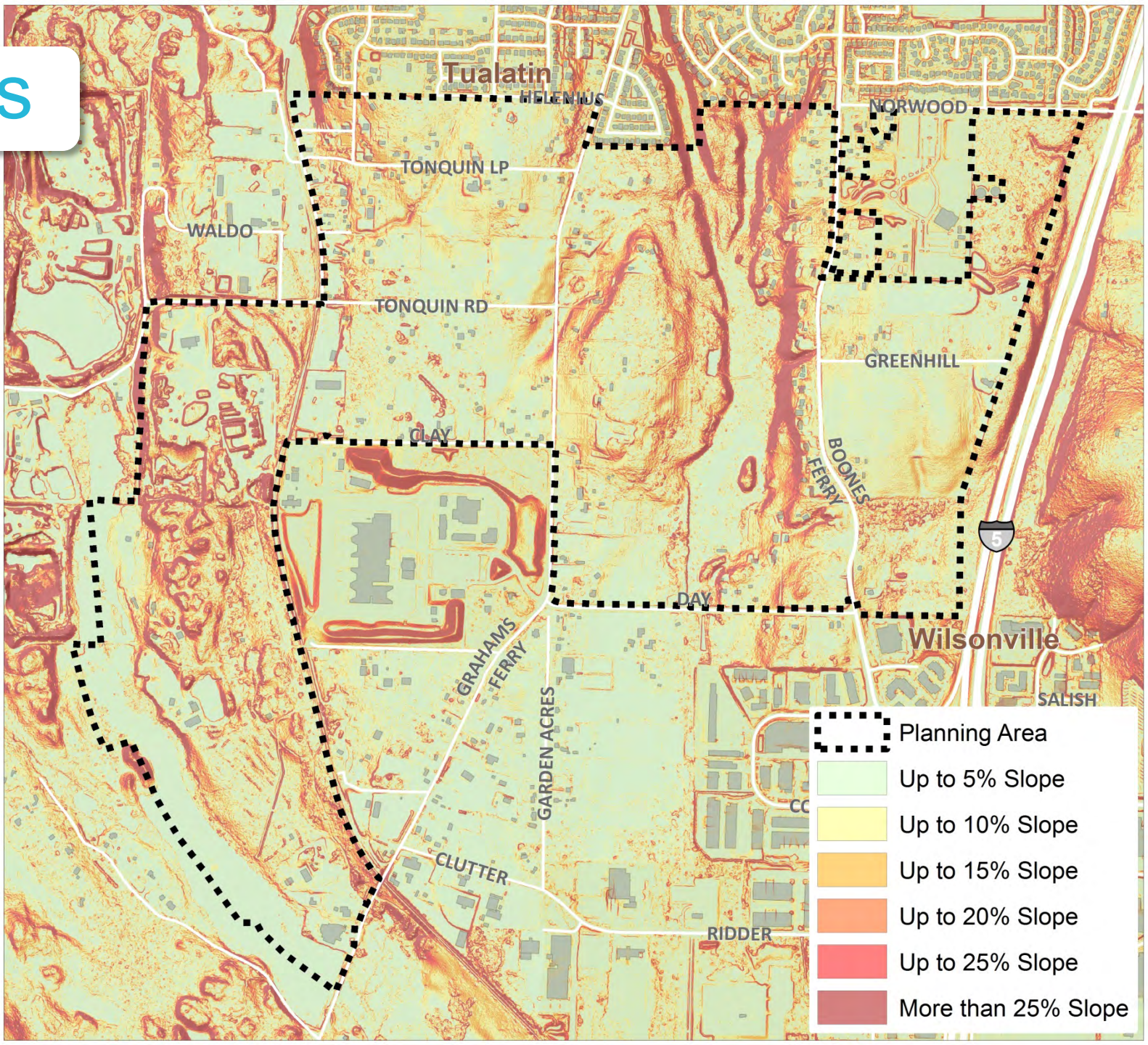


Wildlife Habitat

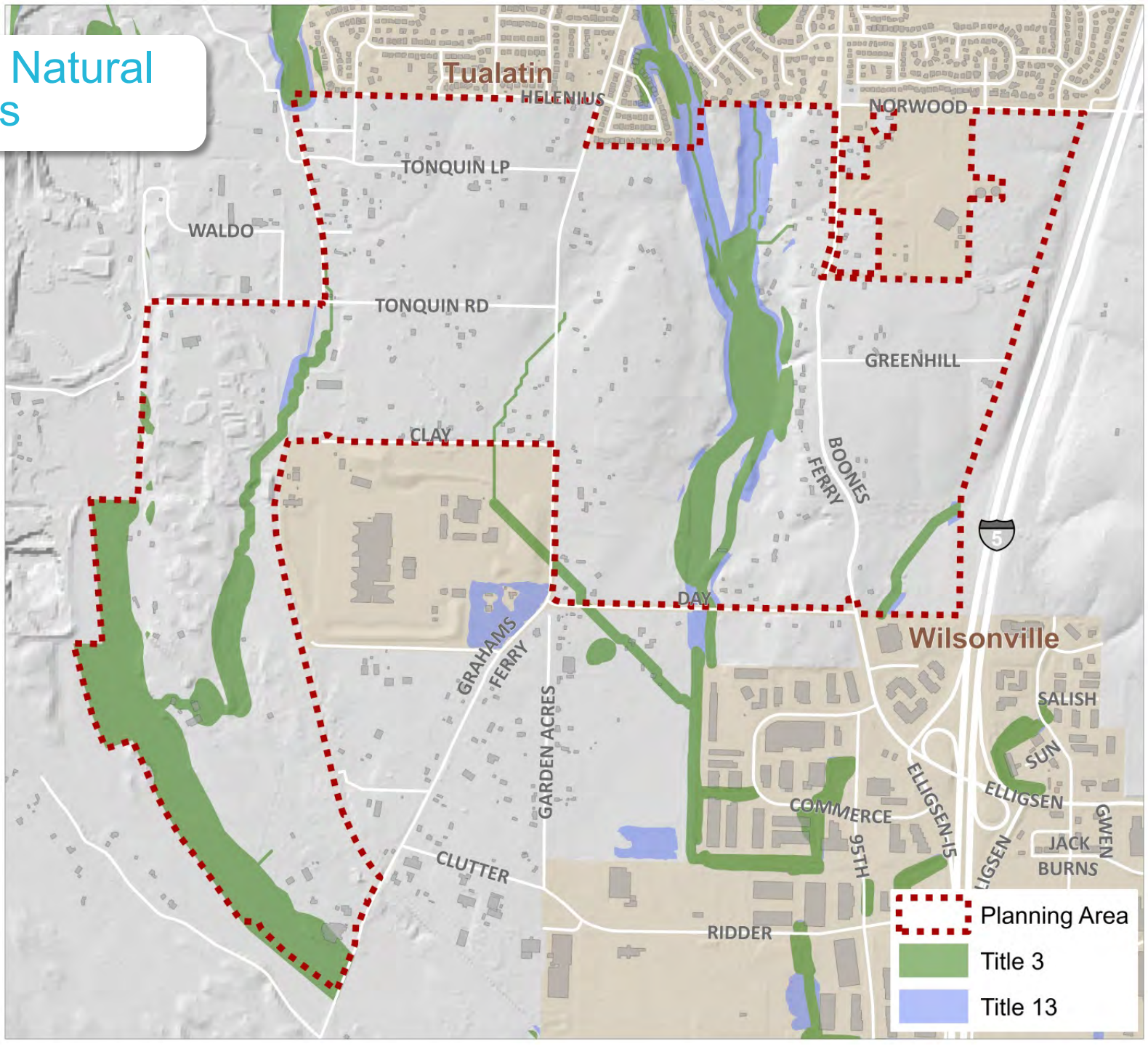


Data Source:
Metro Title 13
Wetlands
Inventory 2014

Slopes



Protected Natural Resources



All Constraints

- 276 acres constrained
- Study area total is 847 acres
- 33% constrained

June 16, 2014

DRAFT

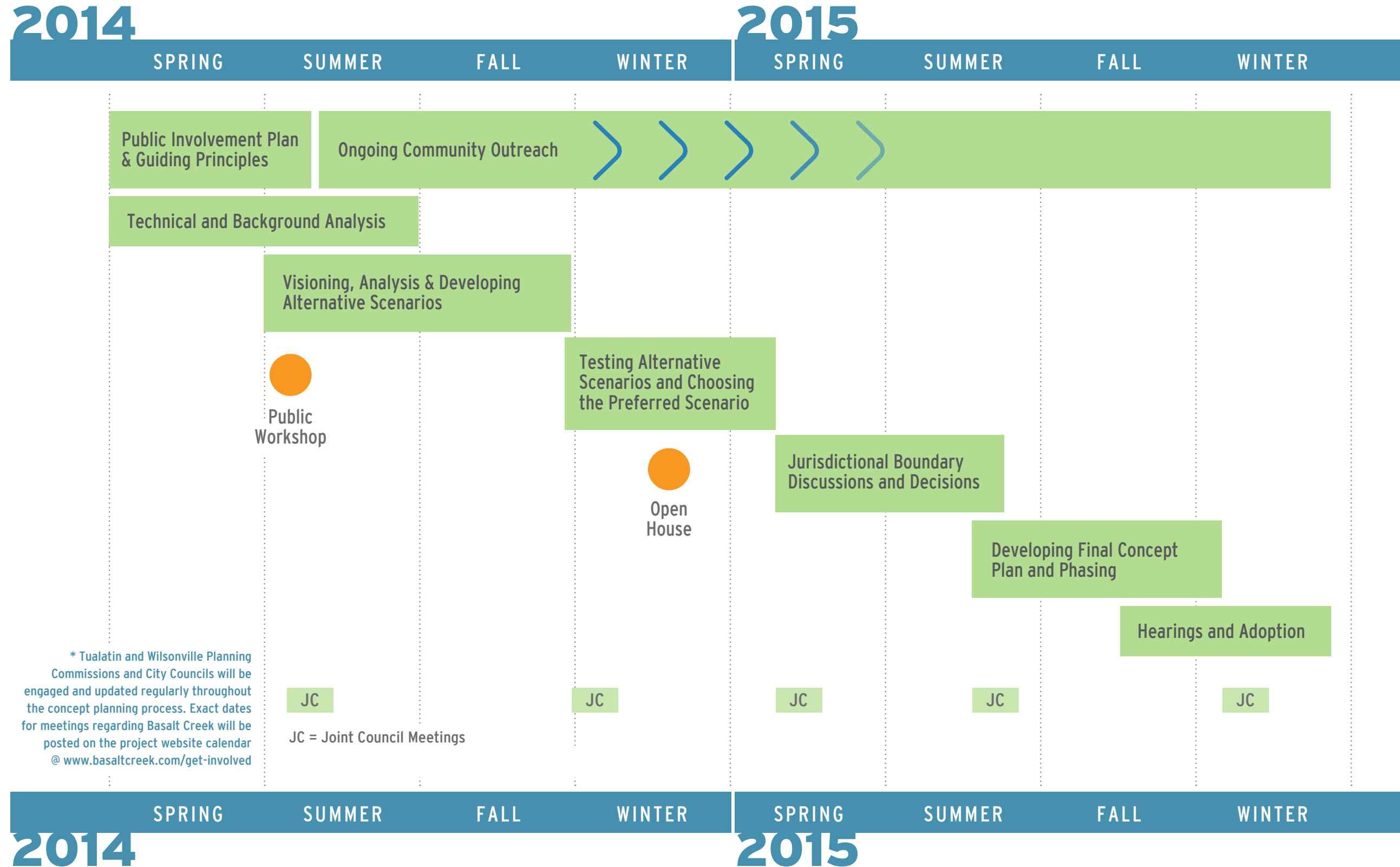
BASALT CREEK CONCEPT PLAN

GUIDING PRINCIPLES

Guiding Principles are intended to represent the collective interests and goals for the Basalt Creek planning area. The guiding principles provide a framework for gathering input and developing transparent and meaningful measures that can help inform the decision making process.

1. Create a shared vision for the Basalt Creek planning area that maintains and complements the identity of each city and leads to successful implementation at the local level.
2. Grow the economic opportunities of this unique area.
3. Develop cohesive infrastructure systems (roads, trails, pipes) to serve the area.
4. Catalyze high-quality industrial development and foster creation of quality neighborhoods with a range of housing options to meet local demand.
5. Provide appropriate transitions between different land uses.
6. Protect existing city neighborhoods and employment areas from impacts created by growth.
7. Ensure natural resource areas are incorporated into the plan as community amenities and assets.
8. Increase equitable access to nature and active recreation opportunities.
9. Design an efficient transportation network to provide a full range of mobility options supportive of industry, employees and diverse residents.

Concept Plan - Timeline



* Tualatin and Wilsonville Planning Commissions and City Councils will be engaged and updated regularly throughout the concept planning process. Exact dates for meetings regarding Basalt Creek will be posted on the project website calendar @ www.basaltcreek.com/get-involved

JC = Joint Council Meetings



**OFFICIAL MINUTES OF THE SPECIAL WORK SESSION OF THE TUALATIN CITY
COUNCIL FOR JULY 16, 2014**

Present: Tualatin Mayor Lou Ogden; Tualatin Council President Monique Beikman; Tualatin Councilor Joelle Davis; Tualatin Councilor Wade Brooksby; Tualatin Councilor Frank Bubenik; Tualatin Councilor Nancy Grimes; Tualatin Councilor Ed Truax; Wilsonville Mayor Tim Knapp; Wilsonville Councilor Scott Starr; Wilsonville Councilor Julie Fitzgerald; Wilsonville Councilor Susie Stevens

Staff Present: Sherilyn Lombos, Sean Brady, Aquilla Hurd-Ravich, Nicole Morris, Cindy Hahn, Alice Cannon, Bryan Cosgrove, Mike Kohlhoff, Chris Neamtzu, Katie Mangle, Nancy Kraushaar

Attendees: John Fregonese, Leila Aman, Erica Smith, Andy Cotugno

A. AGENDA

Mayor Ogden called the meeting to order at 6:05 p.m.

B. CALL TO ORDER

C. WELCOME AND INTRODUCTIONS

D. PRESENTATIONS

1. Project Update

Project Manager Leila Aman presented the project schedule. Key decisions points for the Councils were highlighted. She noted the project is currently in the technical and background analysis phase. When the process is complete the plan will include a land use concept and configuration, local roadway connections, a multimodal network, natural resource protection areas, utilities, and jurisdictional boundaries.

2. Existing Conditions

Principle Consultant John Fregonese presented the existing conditions. He spoke to housing and employment, environmental constraints, transportation, and infrastructure presently in the area.

Mayor Knapp noted Wilsonville has capacity to accommodate the area but have no future plans for increasing capacity to their sewer treatment facility. Mr. Fregonese explained further that both cities could serve the area and infrastructure growth is not a road block for the area.

Mayor Ogden asked what types of businesses have the potential to build in this area with the present constraints. Mr. Fregonese gave examples of several business types that would work within the constraints of the land.

Metro Policy Advisor Andy Cotugno explained Metro is responsible for managing the Urban Growth Boundary (UGB) and spoke to the UGB process for boundary determination. The Basalt Creek area was brought into the UGB in 2004 with a Metro ordinance with the idea that the area would be used for industrial job growth.

Wilsonville Councilor Starr asked what a typical area like this looks like for joining industrial and residential uses. Mr. Cotugno stated Metro leaves this to the City's to decide what this area will look like.

Tualatin Councilor Davis asked what protections Metro has in place to protect natural areas. Mr. Cotugno stated Metro has identified some protections in their ordinance. He also noted each jurisdiction has the ability to adopt protections.

Wilsonville Councilor Fitzgerald expressed concerns over the impact to the quality of life in the affected area and wants to assure a balance is struck. Mr. Fregonese explained that quality of life concerns will be addressed when alternatives for the area are discussed.

Mayor Knapp stated he would like to assure there is distinct definition between the two cities.

Mayor Ogden asked about the Growth Management review and how this area could be affected. Mr. Cotugno explained the area was brought into the UGB as part of the 20 year land supply requirement. He stated the area is intended to be used as industrial land.

Mayor Ogden asked how many alternatives would be presented for consideration. Mr. Fregonese stated 3-4 scenarios would be presented.

Discussion ensued on the type of industrial uses that might be appropriate for the Basalt Creek area and what form residential uses might take.

Mayor Ogden noted that contiguity with existing industrial areas, such as the Southwest Tualatin Concept Plan area, are important in determining uses as well as jurisdictional boundaries.

3. Workshop Outcomes

Mr. Fregonese stated land use scenarios will include input from stakeholder interviews, community workshops, online surveys, and joint Council input. He presented instant polling and mapping results from a recent community workshop.

Mayor Knapp noted a majority of the participants at the workshop were Tualatin residents. He wants to make sure that both cities perspectives are included when the scenarios are presented.

Wilsonville Councilor Starr expressed concerns over the feedback received from the workshop as the uses presented were not industrial land uses.

Tualatin Council President Beikman expressed concerns with the mapping exercise and the expectations it created for citizens who attended the meeting.

Tualatin Councilor Davis wants to be sure protections are put in place for the natural areas as this land is developed. Mayor Knapp and Ogden concurred.

E. ROUNDTABLE DISCUSSION

1. Discussion

Due to time constraints Mr. Fregonese recapped Council feedback. Key takeaways included:

- Use the context – area brought into UGB for industrial use – as a guide in developing land use scenarios.
- Creativity is important; both Mayors and several Councilors expressed interest in seeing national and international examples of blended development – industrial with residential and small-scale retail/personal services; opportunity exists to create something new and different.
- Listen to and address community concerns.

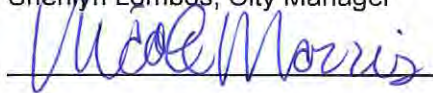
F. NEXT STEPS

1. **Planning Activities:** Brief outline of next steps in the planning process.
2. **Joint Council Meeting #3:** December 2014

G. ADJOURNMENT

Mayor Ogden adjourned the meeting at 8:03 p.m.

Sherilyn Lombos, City Manager

 / Nicole Morris, Recording Secretary

 / Lou Ogden, Mayor



City of Wilsonville
City of Tualatin

Joint Work Session Meeting
October 29, 2013

Basalt Creek / West Railroad
Concept Planning

**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: October 29, 2013	Subject: Basalt Creek / West Railroad Concept Planning Joint Work Session with Tualatin City Council Staff Member: Katie Mangle Department: Community Development	
Action Required <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable <hr/> Comments: 	
Staff Recommendation: N/A		
Recommended Language for Motion: N/A		
PROJECT / ISSUE RELATES TO:		
<input checked="" type="checkbox"/> Council Goals/Priorities Economic Development	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

The Wilsonville and Tualatin City Councils will hold a joint work session to kick-off the Basalt Creek / West Railroad Concept Plan project. The discussion will inform the scope of work for the project and frame the collaboration on the process to come.

EXECUTIVE SUMMARY:

In 2004, Metro expanded the Urban Growth Boundary to include approximately 840 acres of land located in between Tualatin and Wilsonville. In June 2011, the Cities of Tualatin and Wilsonville, Washington County, Metro and ODOT signed an Intergovernmental Agreement which outlined the roles and responsibilities for the Basalt Creek concept planning efforts. One

of the first tasks was to complete the Basalt Creek Transportation Refinement Plan to help identify the major multi-modal transportation investments to be made in the area. In December 2012, a Policy Advisory Group composed of elected and administrative leaders from each of the agencies, unanimously recommended the adoption of the Basalt Creek Transportation Refinement Plan.

In recognition that Tualatin and Wilsonville are less than a mile apart, the Cities wish to work together to plan this area. The collaborative effort will ensure that the property owners, community members, elected officials, and staff from both Cities are involved in creating a vision for the future of this area that enhances the quality of life. The Cities of Tualatin and Wilsonville signed a Memorandum of Understanding in 2010 that acknowledged this cooperative approach to planning. This agreement also established Tualatin as the fiscal agent to administer grant funds received from Metro to conduct this planning work and directed staff from both cities to join together in the selection of a consultant. The project staff selected a consultant team led by Fregonese Associates to lead the concept planning work.

Broadly speaking, a concept plan identifies a vision for the area and guides future land use and transportation. Additionally, it outlines an implementation strategy for future provision of urban services (water, sanitary sewer, and storm sewer systems), other public services and protection of natural and cultural resources. Jurisdiction of the area will ultimately be divided between the two cities, both of which envision it including parks, green spaces, a small amount of retail, as well as employment and residential uses. Wilsonville has expressed that its portion of Basalt Creek/ West Railroad area be primarily used for employment, while Tualatin, which has little land remaining for housing has expressed its portion be primarily used for residential purposes. Both cities see the area contributing to a major regional economic workshed anchored by Coffee Creek in Wilsonville and Southwest Concept Plan in Tualatin.

The Basalt Creek/ West Railroad Area has been in the UGB since 2004; however, property owners have been unable to pursue urban development because a concept plan has not been prepared. Prior to incorporating this land into either City, Metro requires that both Cities adopt a Concept Plan, and then Washington County requires each City to amend their Urban Planning Area Agreement at which point land can be annexed. The Concept Plan work provides the opportunity to address the needs of the area residents as well as other community members and set a plan to provide adequate services, coordinate land use and transportation, and preserve natural resources.

EXPECTED RESULTS:

The meeting purpose is to kick-off the Concept Plan phase of work. The objectives for tonight are to:

- Start the project with a shared understanding of the process and potential outcomes.
- Identify issues and challenges that could present during concept planning.

TIMELINE:

The project is expected to take 18 months to two years to complete. Staff and the Consultant

team are preparing a scope of work for a contract to be presented to Tualatin City Council for authorization in November 2013. Note that, because Tualatin is the grant recipient, Tualatin City Council will be the only body to approve the consultant contract, and Tualatin staff will manage it. Wilsonville City Council will be consulted at key milestones throughout the project, and will have decision-making authority on any deliverables that pertain to the Wilsonville planning area.

CURRENT YEAR BUDGET IMPACTS:

The City of Tualatin received approximately \$350K from Metro’s Construction Excise Tax (CET) grant program to perform concept planning. The City of Wilsonville has, and will continue to, invest staff time into the process.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT:

Reviewed by: _____ Date: _____

COMMUNITY INVOLVEMENT PROCESS:

The project will incorporate participation from affected residents, businesses, and property owners. Developing a public involvement plan will be one of the first tasks of the consultant team.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): The southern portion of the Basalt Creek area will be important for the long-term growth of Wilsonville’s industrial base. Growth in the Basalt Creek area will affect industrial-zoned properties in the Coffee Creek area, and it will be important to solicit the involvement of representatives from this area.

ALTERNATIVES: None at this time.

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Meeting Agenda
- B. Aerial Photo Map
- C. Planning Area Map
- D. Summary of March 2011 Joint Meeting



City of Tualatin City of Wilsonville



TUALATIN AND WILSONVILLE CITY COUNCIL WORK SESSION OCTOBER 29, 2013 6:00 P.M.

Wilsonville City Hall
29799 SW Town Center Loop
Wilsonville, Oregon
Willamette River Room, City Hall, 2nd floor

Tualatin Council
Lou Ogden, Mayor
Monique Beikman
Ed Truax
Joelle Davis
Frank Bubenik
Nancy Grimes
Wade Brooksby

Wilsonville Council
Tim Knapp, Mayor
Scott Starr
Julie Fitzgerald
Richard Goddard
Susie Stevens

6:00 CALL TO ORDER

6:05 WELCOME AND INTRODUCTIONS

A. Introductions: Council, Staff and Consultant Team

6:20 STAFF PRESENTATION

A. Overview of the project

B. Introduction of consultant team and their approach to the project

7:00 ROUNDTABLE DISCUSSION

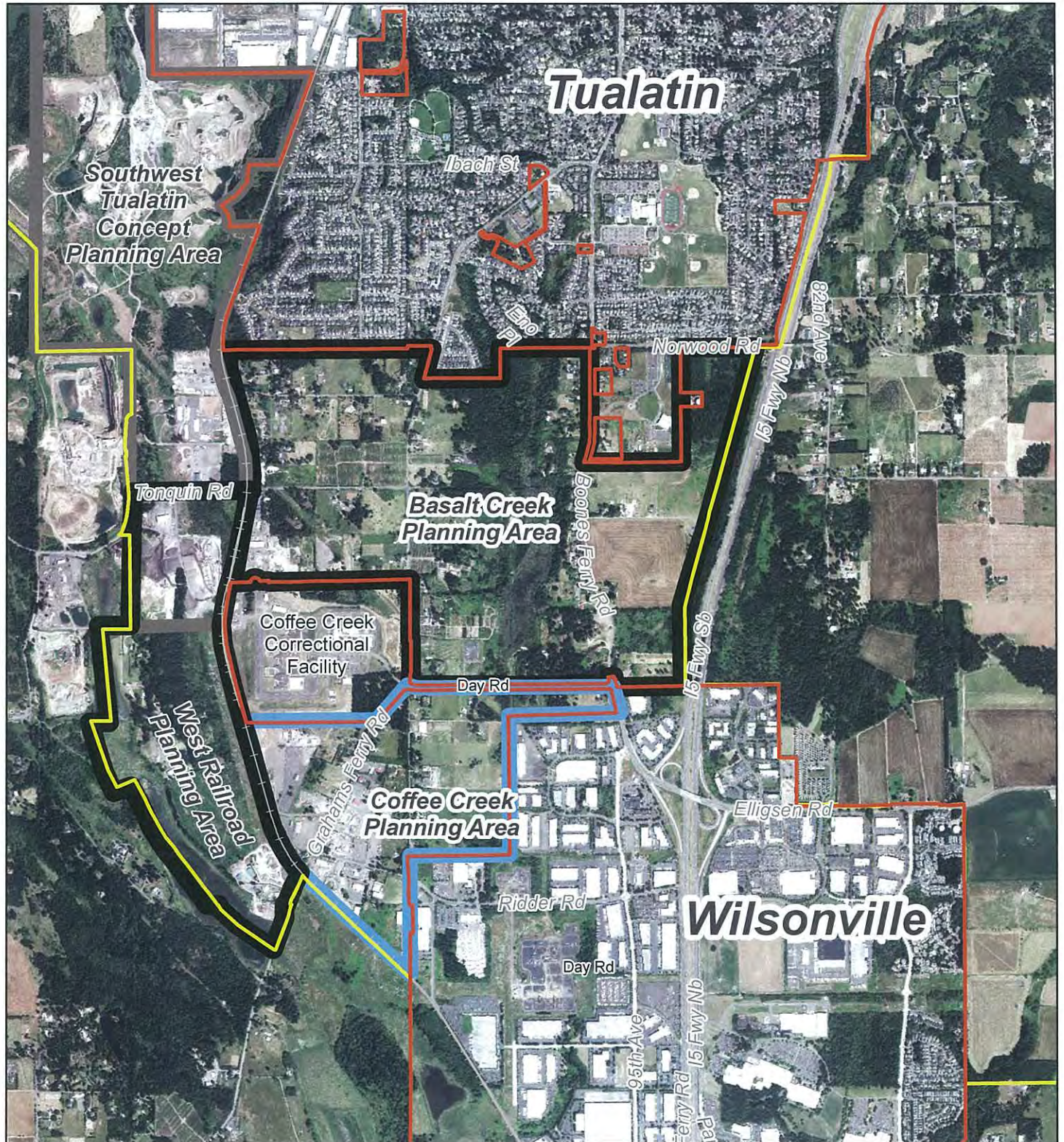
Objectives:

- **Start the project with a shared understanding of the process and potential outcomes.**
- **Identify issues and challenges that could be present during concept planning.**




1. What should the guiding principles be for the concept plan?

2. What do you see as the big issues facing Basalt Creek?
3. What do you want to see accomplished from Basalt Creek/ West Railroad planning? What would a successful project look like to you?
4. What are your ideas for decision making and process?

9:00 ADJOURN



The City of Wilsonville

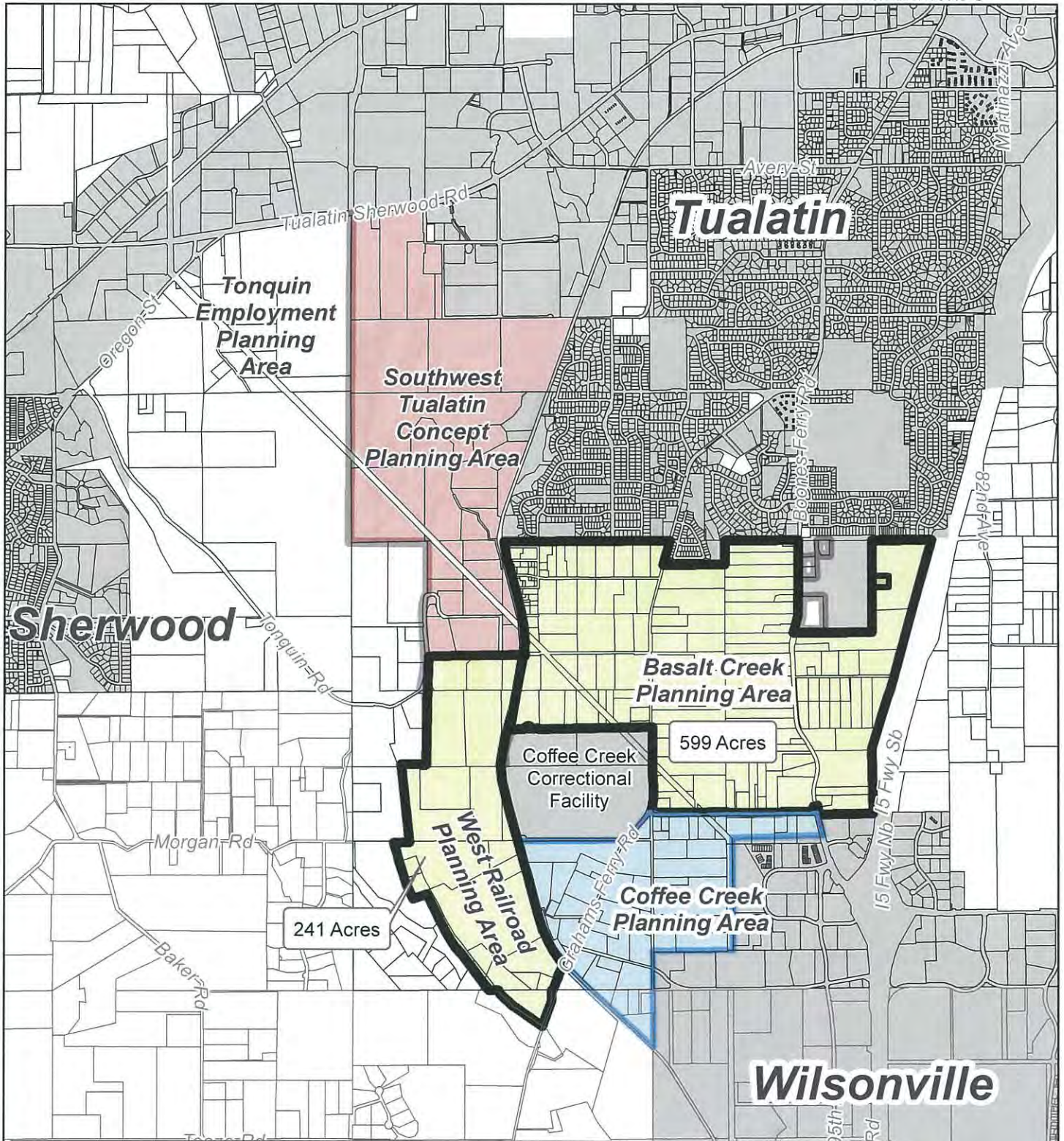
-  Tualatin Planning Area
-  Proposed Tualatin/Wilsonville Joint Planning Area
-  Wilsonville Planning Area

-  City Limit
-  UGB





7/15/2013





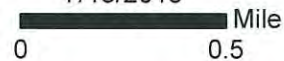
The Cities of Wilsonville and Tualatin

Planning Areas

-  Proposed Tualatin/Wilsonville Joint Planning Areas
-  Current City Limits



7/15/2013







City of Tualatin City of Wilsonville



Joint Council Meeting Roundtable Discussion Notes

Council Question 1: What are the big issues facing your City?

City of Tualatin	City of Wilsonville
Increasing Citizen Involvement	Creating Transparency in Government Operations
Improving Transportation & Mobility (T-S Rd.)	Managing Traffic and Limiting Congestion (I-5)
Developing Opportunities for Business Infill	Attracting Businesses
Expanding Local Public Transit	Protecting Boone Bridge
Representing City & South Region at Metro	Preserving Wilsonville Lifestyle & Community Feel
Balancing  Service Demands &  Revenues	Funding Infrastructure Improvements
Parks Charter Amendment	Replacing the Wastewater Treatment Plant
	Recruiting / Hiring City Manager

Council Question 2: What are the opportunities in the South Metro Region?

- Opportunity for elected officials, staff representatives, and community members to work together as a team and collaborate to find solutions
- Opening for greater local input
- Chance to create a louder voice in the South Metro Region
- Opportunity to preserve an attractive place to live, work, and play
- Prospect of maximizing assets through high quality development
- Time to develop trust between two elected bodies
- Opportunity to support each other on uncommon issues

Council Question 3: What do you want to see accomplished from Basalt Creek / West Railroad planning?

- Creates consistency with the Southwest Tualatin Concept Plan
- Provides solutions to accommodate the transportation needs of the planning area and surrounding community (effective SW 124th extension & access to West Railroad Area)
- Offers the ability to attract a large business campus type development
- Affords the protection of the South Tualatin neighborhoods
- Incorporates transitional land uses and/or buffer between industrial and residential uses
- Provides annexation plan so that none of the land is left unincorporated
- Maximizes the industrial development opportunities that present a financial gain through higher assessed value
- Protects the I-5 / Elligsen Road interchange
- Establishes a vision that will be a success in 20 – 30 years and makes both communities “better”
- Assesses the infrastructure needs
- Identifies a provision for natural areas, parks, and recreational space
- Completed through an engaging process



City of Tualatin City of Wilsonville

Attachment D



Next Steps:

- Schedule another joint council work session in late Spring
- Approve a Memorandum of Understanding with Washington County for concept planning
- Participate in Washington County's transportation analysis regarding the extension of SW 124th to the I-5 interchange
- Determine which portions of the planning efforts can be done concurrently with transportation analysis

**CITY OF WILSONVILLE
CITY COUNCIL WORK SESSION NOTES
OCTOBER 29, 2013**

The Wilsonville City Council held a joint work session with the Council of the City of Tualatin on Tuesday, October 29, 2013 at the Wilsonville City Hall beginning at 6 p.m.

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Mayor Knapp
Councilor Goddard
Councilor Starr
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Tualatin City Council members:

Mayor Lou Ogden
Monique Beikman
Ed Truax
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Bryan Cosgrove, City Manager
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Mark Ottenad, Government Affairs Director

Tualatin Staff:

Sherilyn Lombos, City Manager
Alice Cannon Rouyer, Assistant City Manager
Sean Brady, City Attorney
Ben Bryant, Management Analyst
Aquilla Herd-Ravich, Planning Manager

Also in attendance were Washington County Planners, the Consulting Team, residents from the neighboring areas, and representatives of Metro.

Mayor Knapp called the work session to order at 6:12 p.m. Introductions were made.

Staff Presentation

A. Overview of the project

- A Memorandum Of Understanding existed between the two cities for the cooperative planning of the Basalt Creek area. Because Tualatin is the recipient of the grant, Tualatin would manage the grant funds. The Wilsonville Council would be consulted at key milestones throughout the project, and will have decision making authority on any deliverables that pertain to the Wilsonville Planning area.
- Planning would consider the regional context of the area and concurrency protocol. The Tualatin SW Concept Plan includes light industrial/business park and the area will need to be annexed into Tualatin.
- The Coffee Creek Industrial area is envisioned to be a large campus with industrial and warehousing using a form based code pattern book.
- The concept planning is a high level guide that will comply with Metro Title 11, amend the urban planning agreement with Washington County and determine what areas go to which city to be annexed
- Would like to have additional joint work sessions at key milestones joint decisions to be made about boundary and governance.
- Each city council would make independent decisions about the character and land use, adoption and implementation of the plan
- Recommend each city council assign two council members to a sub-committee to draft decision making guidelines and give direction to staff about project making decisions.

Roundtable Discussion

Objectives:

Start the project with a shared understanding of the process and potential outcomes.

Identify issues and challenges that could be present during concept planning.

1. What should the guiding principles be for the concept Plan?

- Tualatin wants to protect its south neighborhoods
- What is advanced should be in consideration with the other city, must be compatible with, and enhance the other city
- Find continuity, enhance the other position
- Shared vision necessary
- Need to involve more than who is in the room [additional stakeholders/property owners]
- Question the use of warehousing and trucking for the area
- Stay true to each city's vision
- There will be a challenge with the residential and industrial/manufacturing
- How do we have a clear understanding of, and honor each city's vision through the process
- Tualatin has grown towards the south from the north and is more residential while Wilsonville is growing from the south and is industrial.
- Negotiate with Metro to maintain residential; considerations on how to transition from one to the other.
- Anticipate dealing with impact of the employment numbers from Basalt Creek, traffic etc.
- Look to Coffee Creek to complement those uses that are already there so we don't conflict with them
- Should include public and stakeholders throughout the process
- Assume the city boundaries will meet in the middle
- Avoid examples seen in the region where infrastructure is impossible to build
- Infrastructure; both cities should be willing to deal with that issue without any land grabs in mind
- Difficult topography and ability to provide services in a sustainable way should be considered
- Enhance livability and quality of life. Provide employment opportunities, efficient use of limited resources (provide and share) serve the area in least expensive way possible
- Environmental compatibility important, preserve landscapes, wet lands, use them as features on campuses, should be attracting uses and users that are proper in the first place
- Important to keep in mind transportation and retain good quality standard
- Traffic flow
- Development should be attractive to potential tenants, leverage opportunity with state and Metro,
- Standards should include certain types of industry development not just any kind
- Protect residential neighborhoods
- What characteristics do we want in the industrial development and how would we achieve that goal
- Not just about Tualatin and Wilsonville, private sector is involved also
- Topography is a challenge

- To have specific kinds/types of development need to be in touch with the market; must match resource to the right market and be real with what markets are viable there
- Encourage high quality industrial development

2. What do you see as the big issues facing Basalt Creek?

- There are a number of separately owned parcels
- Transportation issues and funding
- Topography is a challenge
- Funding and the regional significance and begs the need for state and federal funding so we have to have a gem to offer to developers
- Overlay includes school district that is not part of either town, how do we draw a benefit to our towns
- Transit is an issue with more jobs and additional traffic, what will TriMet be willing to do to provide transportation
- Funding. I-5/Boone Bridge, ability for I-5 to service the area and the region. Will there be the capacity to serve.
- What is the State willing to do to service the area and or protect the industry
- Technology industry changing trucking needs - Mentor Graphics ships electronically, no trucks on the road
- Protecting residential speaks to a buffer – how large a buffer, who will set it aside, how large will it be
- Staging resources (staff) and timing development to occur over time in a planned way so the results are what we all want to see

3. What do you want to see accomplished from Basalt Creek/West Railroad planning?

What would a successful project look like to you? Development could occur over the next 5-15 years – what is the 5 year goal. Are there any short-term outcomes staff should know about?

- Coffee Creek should have similar uses
- Facilities accessed through a common roadway
- Identify top enabling conditions to success, identify what we already have in our transportation plans and see what we have in common
- For big ticket items package the project that would have an appeal and attract high value funding streams
- Branding the projects/sites
- West rail road area has different character, access to the area from where and how
- Southwest rail road is a percentage of Basalt Creek – do the statements apply to both areas
- What does 5 years look like, don't know what seeds are in the area now. Do need to allow that to happen, to recognize short term potential now

- Do an analysis of what is possible in each area giving the topography that is there and what it would take to make land shovel ready

Wilsonville GIS has started to map out infrastructure, will be bringing that information forward when completed.

- Successful project involves stakeholders in the area who have a strong vision of what they would like to see
- 124th need to consider what the benefits and constraints are to the area
- How does interaction with south west concept plan area transpire don't we disconnect as move from one area to another
- Alignment issue in the 99W extension needs to be determined early and development will occur around that area
- Stakeholders should be involved in that discussion – how trucking will be affected with the location of the extension
- Protecting alignment of the extension right-of-way early in the process will take investment by some public body
- Success is a clear understanding of what each city's ambition is and how they can move forward in their steps to reach the vision What steps can we work on to begin the process to bring clarity of vision
- Would come back to the benefits of both cities making the area so attractive to benefit both cities
- Make the area so attractive by working together to make it a high demand area
- In favor of both bodies working together
- Need to match market at the right time
- That would include Washington County as a partner to go through the ideas now to provide for the transportation needs and set aside right-of-way
- Raise profile of project with the two counties will look like success
- Benefits both Washington and Clackamas counties so need to include both during the process
- Involve Clackamas County later in the process at time the overcrossing of I-5 occurs

4. What are your ideas for decision making and process?

- Some decisions would be made together, some separately
- Will have a stakeholder group for the project with wide variety of people and interests, wide array of public process
- Would like to have two representatives from each council to define who will be in stakeholder committee
- Decide land use first neighborhoods infrastructure first
- Decide what decisions we need to make
- First need to jointly create a vision we all share, then decide on how to accomplish
- Should be jurisdictionally blind until we get down to nuts and bolts

- Agree that is the right way to do it create vision then work out the details
- Go into this with jurisdictional blindness, no ideas in where a boundary should be
- Share the vision process between the two cities
- Subcommittee begin to develop this vision and take to their council
- Line will become evident as we plan thru this opportunity to show State a collaborative process to jointly plan the area
- Need to be cognizant of pragmatic self-interests in the outcome. Afterwards when the natural outcomes arise how to make it equitable
- How do you go about creating a joint vision
- That is the purpose of the subcommittee who should be part of that effort

Councilors Monique Beikman; and Joelle Davis volunteered for the subcommittee from the City of Tualatin. Councilors Richard Goddard and Susie Stevens volunteered to represent the City of Wilsonville.

- What is the role of the subcommittee and role of the council don't know what it would or would not do
- Would like more council involvement in the process rather than less. All council members should be included in the big picture items vision.
- Subcommittee limited to two councilors from each city to help work through the process road map. Both councils will meet together at each milestone
- Agree with Mayor Ogden that the council should be really involved subcommittee would help staff develop structure what would the steering committee look like
 - Large group 20 people, a diverse group to ground truth information
 - Small committee will be limited in scope to outline the process
- What are the process steps
- What will the subcommittee do? Think the comments made by both councils are telling about the attitudes and perspectives.
 - Thought steering committee would be the two councils not clear what will be gained.
 - What will the steering committee do, would rather see both councils come together
- Important to include other property owners in the committee
- Outlining process for project would it be helpful to have both councils involved in the process
- Would the two councils want to participate
- Scheduling meetings with everyone is difficult.
 - If dates are scheduled and not all councilors can attend, will one council outnumber the other, would that be a problem, how would that be handled
- Staff should develop the structure do not have issue with staff coming up with plan and then the councilors can provide input on that
- Trying to make effective use of people's time. Can see value in bouncing ideas from staff whatever ideas come out will be vetted by both councils

- Will provide input structure and timeline and then come back.
 - okay with subcommittee setting up structure of the process and recommendation on how to get other peoples input throughout process
 - need robust information brought back to both councils from sub committee

A consensus was reached to move forward with subcommittee and feeding information back to each council.

Work Session adjourned at 8:24 p.m.

Respectfully submitted,

Sandra C. King, MMC, City Recorder

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Kaaren Hoffman, Engineering Manager

Also in attendance were Washington County Planners, the Consulting Team, residents from the neighboring areas, and representatives of Metro.

Mayor Knapp called the work session to order at 6:12 p.m. followed by introductions.

Staff Presentation

Members of both cities Planning staffs presented an overview of the project.

A. Overview of the project

- A Memorandum of Understanding exists between the two cities for the cooperative planning of the Basalt Creek area. Because Tualatin is the recipient of the grant, Tualatin will manage the grant funds. The Wilsonville Council will be consulted at key milestones throughout the project, and will have decision making authority on any deliverables that pertain to the Wilsonville Planning area.
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- The Coffee Creek Industrial area is envisioned to be a large campus with industrial and warehousing using a form based code pattern book.
- The concept planning is a high level guide that will comply with Metro Title 11, amend the urban planning agreement with Washington County and determine what areas will be annexed to each city.
- Staff would like to hold additional joint Council work sessions at key milestones or joint decision points, such as boundary and governance.
- Each City Council will make independent decisions about the character, land use, adoption, and implementation of the plan.
- Staff recommends each City Council assign two Council members to a sub-committee to draft the decision making guidelines and provide direction to staff about the composition of a project steering committee.

Roundtable Discussion

The group participated in a roundtable discussion keeping the following objectives in mind:

- To start the project with a shared understanding of the process and potential outcomes.
- To identify issues and challenges that could be present during concept planning.

Comments, ideas and suggestions were voiced by the participants to the questions listed below.

1. What should the guiding principles be for the concept plan?

- Tualatin wants to protect its south neighborhoods
- What is advanced should be in consideration with the other city, must be compatible with, and enhance the other city
- Find continuity, enhance the other position

- A shared vision is necessary
- Need to involve additional stakeholders and the property owners
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- Stay true to each city's vision
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- Need to anticipate dealing with the impact of the employment numbers from Basalt Creek, traffic etc.
- Look to Coffee Creek to complement those uses that are already there so we don't conflict with them
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- Enhance livability and quality of life. Provide employment opportunities, efficiently use limited resources (provide and share), serve the area in least expensive way possible
- Environmental compatibility is important, preserve the landscape, wetlands, and use them as features on campuses. Attract the appropriate uses and users.
- Important to keep in mind transportation and retain good quality standards
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2. **What do you see as the big issues facing Basalt Creek?**

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- West Railroad is a percentage of Basalt Creek – do the statements apply to both areas
- What does 5 years look like, don't know what seeds are in the area now. Do need to recognize short term potential now
- Perform an analysis of what is possible in each area given the topography and what it would take to make the land shovel ready. (Wilsonville staff noted its GIS department has started to map out infrastructure and will share that information when it is completed.)
- A successful project involves stakeholders in the area who have a strong vision of what they would like to see
- Consider what the benefits and constraints are to the area around 124th
- How does interaction with SW Concept Plan area transpire so there is no disconnect as we move from one area to another
- Alignment issue in the 124th extension needs to be determined early and development will occur around that area

- Stakeholders should be involved in that discussion – how trucking will be affected with the location of the extension
- Protecting alignment of the extension right-of-way early in the process will take investment by some public body
- Success is a clear understanding of what each city's ambition is and how they can move forward to reach the vision. What steps can we work on to begin the process to bring clarity of vision
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- How do you go about creating a joint vision
- The subcommittee should be part of the effort to create a joint vision.
- What is the role of the subcommittee and role of the Council; don't know what it would or would not do
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- Important to include other property owners in the committee
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 - Need robust information brought back to both Councils from the subcommittee

Councilors Monique Beikman and Joelle Davis volunteered for the subcommittee from the City of Tualatin. Councilors Richard Goddard and Susie Stevens volunteered to represent the City of Wilsonville.

A consensus was reached to move forward with the subcommittee. The Councilors on the subcommittee will be communicating information to their own Council.

Work Session adjourned at 8:24 p.m.

Respectfully submitted,

Sandra C. King, MMC, City Recorder



City of Tualatin

Attachment H6:

Public Comment Record--July 12 to July 23, 2018



Year	Date	Last	First	format	Link to oral testimony video where available
2018	7/23/2018	Root	Gordon	Council Meeting Oral Testimony	http://208.71.205.11/vod/16049-TUCC-072318-Medium-v1.mp4
2018	7/23/2018	Koss	Herb	Council Meeting Oral Testimony	http://208.71.205.11/vod/16049-TUCC-072318-Medium-v1.mp4
2018	7/23/2018	Watts	Peter	written	
2018	7/23/2018	Watts	Peter	Council Meeting Oral Testimony	http://208.71.205.11/vod/16049-TUCC-072318-Medium-v1.mp4
2018	7/23/2018	Bodums	Jim	Council Meeting Oral Testimony	http://208.71.205.11/vod/16049-TUCC-072318-Medium-v1.mp4
2018	7/23/2018	Childs	Hannah	Council Meeting Oral Testimony	http://208.71.205.11/vod/16049-TUCC-072318-Medium-v1.mp4

Dear Mayor Ogden and members of the Council,

Thank you for accepting this testimony. I recognize that the Tualatin City Council does not have discretion regarding determining the proper zoning for the Basalt Central area. I believe that this is in violation of the minimum standards for a zoning decision hearing as articulated by the Oregon Supreme Court in *Fasano v. Board of County Commissioners of Washington County* 507 P2d 23 (1973).

As the Court articulated in *Fasano*, "Parties at the hearing before the county governing body are entitled to an opportunity to be heard, to an opportunity to present and rebut evidence, to a tribunal which is impartial in the matter i.e., having had no pre-hearing or ex parte contacts concerning the question at issue and to a record made and adequate findings executed." *Id* at 30. Metro has dictated the zoning which you must adopt, without allowing public participation during its hearing or giving members of the general public an opportunity to present or rebut the evidence in the Metro Chief Operating Officer's staff recommendation. I understand you have no discretion regarding the zoning, and therefore cannot function as an impartial tribunal, and I am sure that is very frustrating for this council.

With that said, I would like to enter the following abbreviated comments and attachments into the record. I have previously provided written testimony to Metro, which your city attorney has a copy of, and I would like to incorporate that testimony by reference. As part of its Title 4 process, during adoption of Ordinance No. 04-1040B Metro mapped prospective Employment Land, Industrial Land, and Regionally Significant Industrial Areas. The central subarea received none of those designation. *See attached map*. Metro has recently released a draft of its Urban Growth Report (UGR), which I have attached. On p. 11 the UGR forecasts a "net decrease of 9,000 industrial jobs during the 2018 to 2038 time period" and concludes that there is "no need for additional industrial land to support employment growth." *See attached UGR*. If no additional land is needed in the region over the next two decades it is unclear what Metro's COO's recommendation would be for an Industrial designation? This is particularly true given the immediate need for residential land in our region.

Metro has also released a Buildable Land map for the 2018 UGR. Metro has mapped the Basalt Central Area as Single Family Residential. Its map shows capacity for 380 single family housing units, in Basalt Central Area. *See attached maps.*

The U.S. Department of Housing and Urban Development (HUD) has an Office of Policy Development and Research. It prepared a Comprehensive analysis for our seven county region on May 1, 2016. The analysis showed there was a total demand of 27,225 for sales units between 5/1/16 and 5/1/19, and that 2,810 units were under construction. Of the 19,925 rental units needed to meet regional demand, 6,995 were under construction. *See attached report p.1-p.2.* This illustrates an immediate need for housing units in our region. A breakdown of the Washington County, titled Hillsboro Beaverton sub-region is on p. 14 - p.18

Additionally, HUD calculated housing demand in the Salem HMA. Of the 3,075 sales units needed 260 were under construction, and of the 2,025 rental units needed, 520 were under construction. As a result, we cannot rely on Marion or Polk counties to pick up the additional housing need which is not being met in the 7 County Portland HMA.

The correlation between insufficient new housing inventory and increased prices is well documented as economist Joe Cortright wrote in the article I have attached, “demand for new housing that isn’t met by the construction of new high-end units doesn’t disappear, it spills over into more modest housing, driving up rents for everyone.” *See p. 2 of attached article.* While the housing anticipated for the Central Basalt Area isn’t necessarily predicted to be high end, the fact that it is not being built will impact housing prices and affordability around our region.

In Metro’s 2015 25 year projected population distribution, Tualatin’s 2015 population was estimated at 26,590. Tualatin 2040 population projection was estimated at 27,373, or an increase of 782 people over the 25 year period. *See attached.* When the U.S. Census Department released their 2016 census estimate for Tualatin, they projected population at 27,545 meaning that Tualatin had exceeded 25 years of population growth in the first year of the 25 year period. *See attached 2016 census estimate.* A chart comparing the projections for Metro cities to 2016 estimates is attached. A look at historic census data for Tualatin and Wilsonville shows that both jurisdictions

have experienced significant population growth. While population growth was far more modest during and immediately after the great recession, both jurisdictions are far exceeding Metro's projected growth, illustrating a need for buildable lands.

Tualatin:

1970 - 750
1980 - 7,348
1990 - 15,013
2000 - 22,791
2010 - 26,054
2020 - TBD

Wilsonville:

1980 - 2,920
1990 - 7,106
2000 - 13,991
2010 - 19,509
2020 - TBD

The record in front of this Council, and Metro's own documents illustrate that this land was never planned to have an employment or industrial designation, there is no need for additional land in our region, and there is an acute need for housing in our region. This need and the impact of lack of supply is illustrated by an article for KOIN and the Wilsonville Spokesman which I have attached. Thank you for adding my documents into the record. I believe that if you could determine the zoning designation based on the merits, you would designate the Basalt Central Area as residential.

Sincerely,

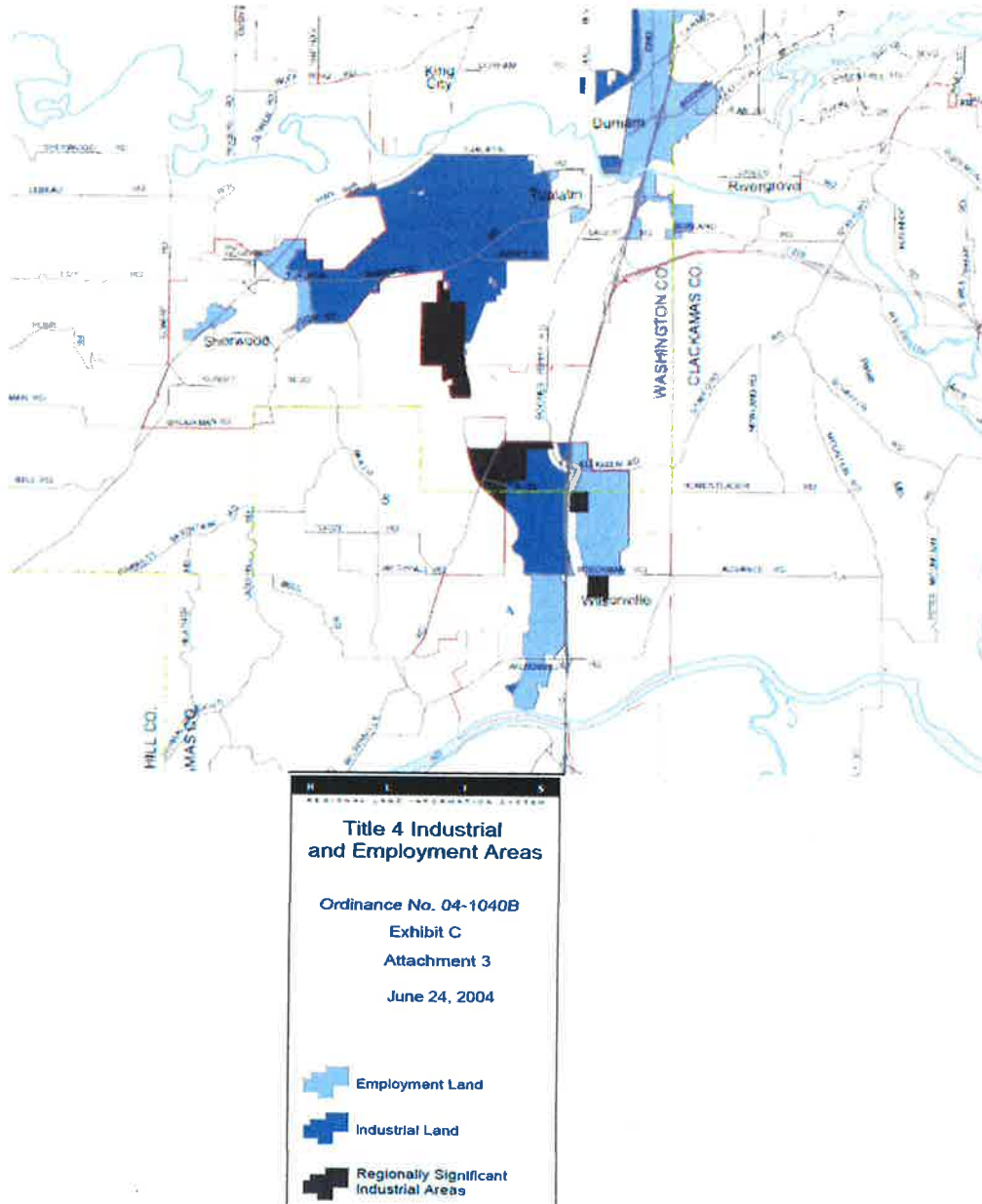


Peter O. Watts

**6. METRO 04-1040b INCLUDES MAP OF TITLE 4 INDUSTRIAL AND EMPLOYMENT AREAS
- NO INDICATION THE TUALATIN CENTRAL SUB AREA IS TO BE INCLUDED WITHIN INDUSTRIAL AND/OR
EMPLOYMENT AREA**

Page 79 Metro 04-1040B

**Enlargement of Tualatin- Basalt Creek Area of
Metro Map -Title 4 Industrial and Employment Areas Ordinance No. 04 -1040B
Attachment 3**



It appears the east side of Grahams Ferry Road is not included within the 3 designations provided within Exhibit C Attachment 3

- Not within area designated as Employment Land
- Not within area designated as Industrial Land
- Not within area designated as Regional Significant Industrial Areas



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.

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Kathryn Harrington,

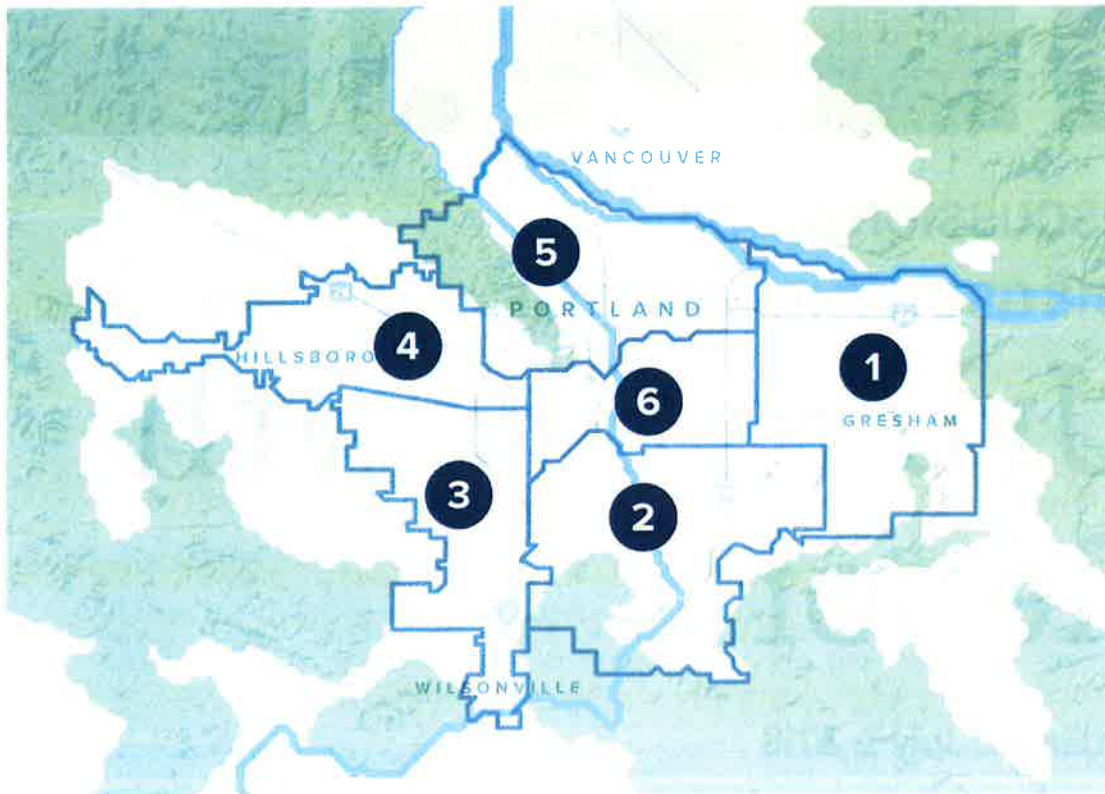
District 4

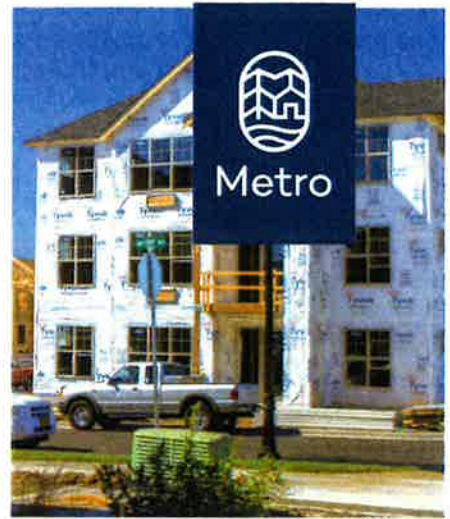
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DISCUSSION DRAFT

2018 GROWTH MANAGEMENT DECISION

Urban Growth Report

Published July 3, 2018

oregonmetro.gov/ugb

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Executive summary

A tradition of shaping the future to protect the quality of life

As people move here and businesses create jobs, greater Portland's urban growth boundary (UGB) protects farms and forests, promotes economic development, encourages equitable housing and supports development of new neighborhoods when needed.

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 the best suited to handle future development.

We need more housing and jobs to prepare for population growth

We need more housing, particularly housing that is affordable to people with modest means; we need a greater variety of housing to match our changing demographics; we need more middle-income jobs; and, we need to do a better job of engaging diverse communities in decision making.

Solutions won't be as simple as adding land to the UGB and hoping for the best. Real solutions lie in choices made at the federal, state, regional, county, city, neighborhood, and private sector levels. In that difficulty there's also good news – we each have choices we can make to improve things even when that progress feels incremental.

An outcomes-based approach

Land alone can't address housing needs, particularly for people making lower wages. Seeing this, the Metro Council has reoriented its growth management decisions to find the most viable and desirable ways to produce needed housing and job growth. For growth at the urban edge, it all starts with a strong city proposal for an expansion into an urban reserve.

For the 2018 decision, four cities have submitted proposals for UGB expansions into urban reserves. All four proposals are for housing.

Achieving desired outcomes

To guide its decision-making, the Metro Council, on the advice of the Metro Policy Advisory Committee (MPAC), adopted six desired outcomes, characteristics of a successful region:

- People live, work and play in vibrant communities where their everyday needs are easily accessible.
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
- The benefits and burdens of growth and change are distributed equitably.



The merits of these four proposals will be the focus of policy discussions in the summer of 2018. Generally, cities are expected to show that:

- 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 Metro's six desired outcomes, with a particular emphasis on meaningful engagement of communities of color in community planning processes.

Next steps

Through discussions in the summer of 2018, the Metro Council will come to a determination as to whether any of the four proposed expansions are needed to accommodate population growth.

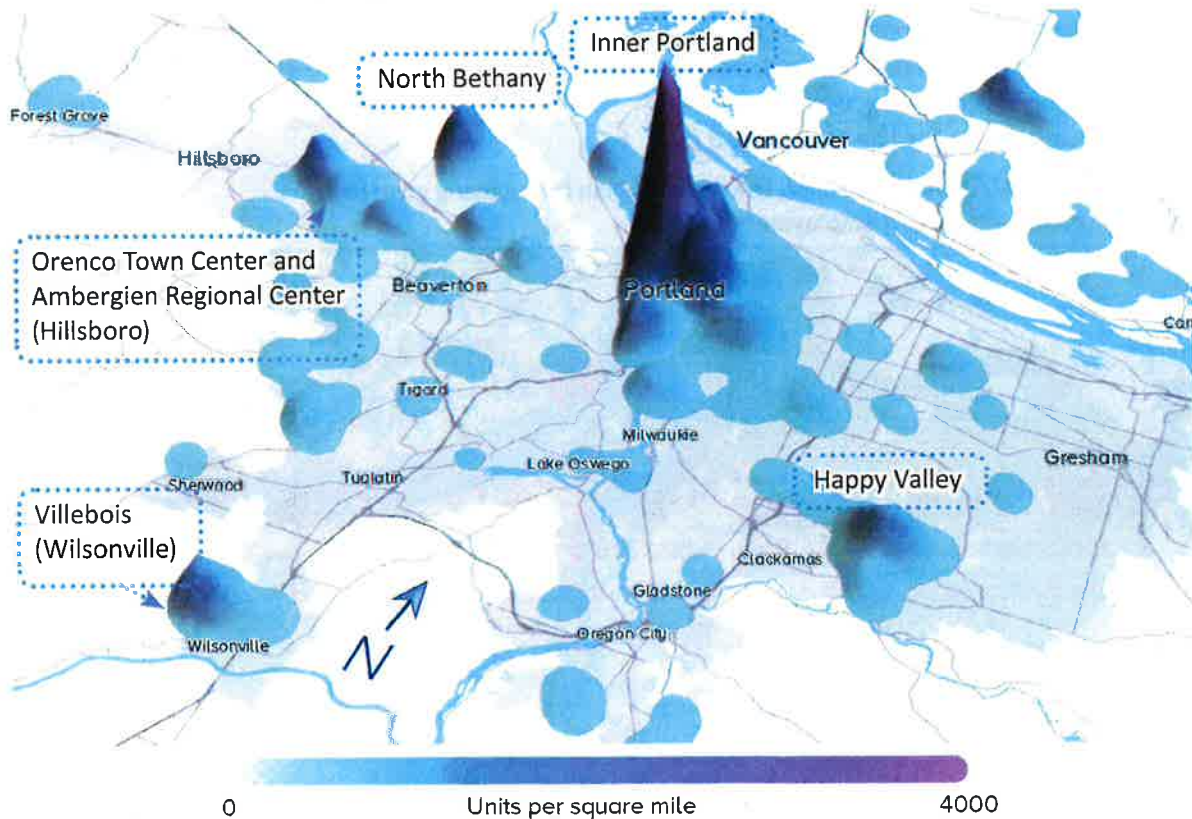
- **July 2018:** Overview of draft 2018 Urban Growth Report at Council, the Metro Policy Advisory Committee, and the Metro Technical Advisory Committee
- **July 2018:** City Readiness Advisory Group provides feedback on the strengths and weaknesses of city-proposed expansions to Council and the Metro 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

An outcomes-based approach

Learning from experience

In past growth management decisions, the process focused on theoretical projections, leading participants to debate the numbers rather than assessing the viability of development in UGB expansion areas. Discussions of the merits of actual UGB expansion options took a back seat. UGB expansions that lacked city governance and an infrastructure strategy failed to produce housing or jobs. Conversely, those that had those issues sorted out got developed into communities and job centers. At the same time, regional and local plans were being realized – record amounts of housing and job growth happened in existing urban areas, far outpacing previous estimates of redevelopment and infill potential.

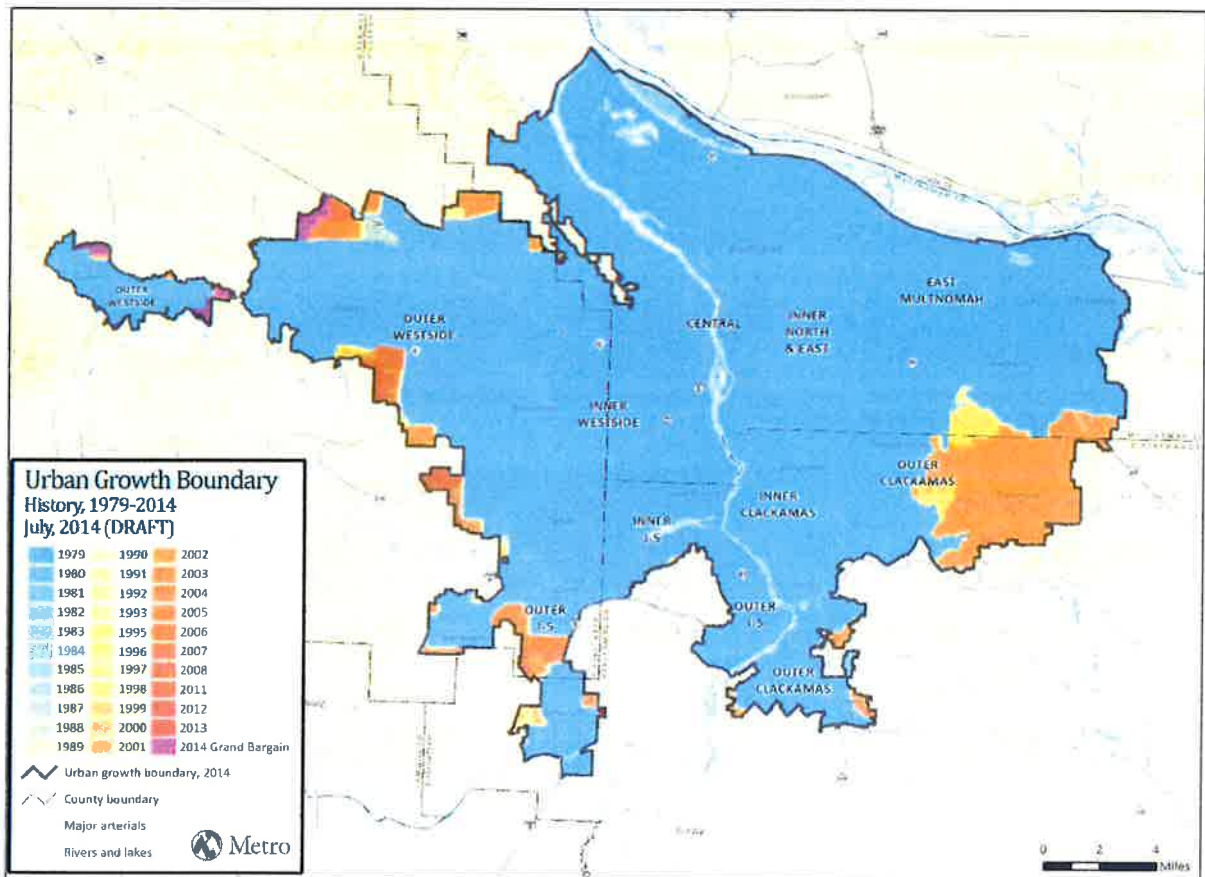
Figure 2: Housing permits in the Portland Metro area, 2009-2017 - units per square mile



The region's UGB was originally put into place in 1979. Since then, about 31,000 acres have been added to the boundary, mostly from 1998 onward. What has happened in those expansions has been informative. Homes and businesses were built in areas that addressed market demand and had governance and a means of paying for pipes, pavement and parks. Without those elements, little or no development happened. In the post-1998 UGB expansion areas, 16 percent of the planned housing has been built. It is clear that land readiness is more important than land supply for producing housing and job growth.

All of this leads to one big lesson that guides this year's growth management decision process: land alone can't address housing needs, particularly for people making lower wages. Seeing this, the Metro Council has reoriented its growth management decision process to implement the most viable ways to produce needed housing and job growth. For growth at the urban edge, it all starts with a strong city proposal for an expansion.

Figure 3: UGB expansions since adoption of the Metro UGB in 1979



Achieving desired outcomes

To guide its decision-making, the Metro Council, on the advice of the Metro Policy Advisory Committee (MPAC), adopted six desired outcomes, characteristics of a successful region:

- People live, work and play in vibrant communities where their everyday needs are easily accessible.
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
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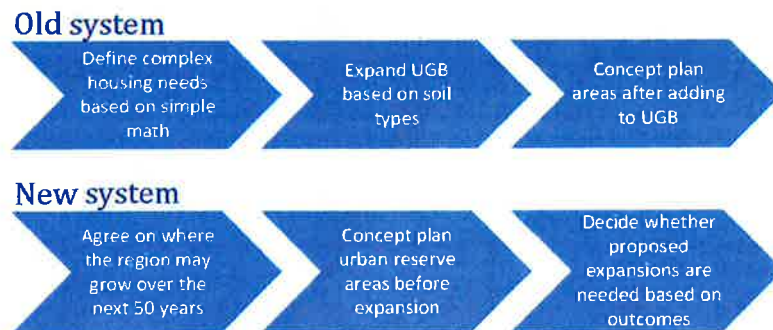
A better approach to making decisions

In 2010, based on those experiences and other factors, the Metro Council adopted a policy of taking an outcomes-based approach to urban growth management decisions. In each subsequent decision, the Council has moved closer to implementing this approach.

A basic conceptual underpinning of this approach is that growth could be accommodated in a number of ways that may or may not involve UGB expansions. Each alternative presents considerations and tradeoffs, but there is not one "correct" answer. For instance, different decisions could lead to somewhat different numbers of households choosing to locate inside the Metro UGB versus neighboring cities such as Vancouver or Newberg. Other decisions could lead to a slightly different housing mix.

An outcomes-based approach acknowledges that development will only occur when there is adequate governance, infrastructure finance, and market demand, and, therefore, any discussion of adding land to the UGB should focus on identifying areas with those characteristics. To further implement its policy direction, the Council will only expand the UGB into urban reserves that have been concept planned¹. This report is grounded in the actual UGB expansions being proposed by cities.

Evolution of the Metro region's growth management process towards an outcomes-based approach



With an outcomes-based approach, there is also a greater recognition that – consistent with regional and local plans – most growth will happen in existing urban areas and that growth management decisions are an opportunity to gauge whether more could be done to remove barriers to housing and job creation.

1. This policy was adopted by the Metro Council in 2010.

What are cities proposing for UGB expansions?

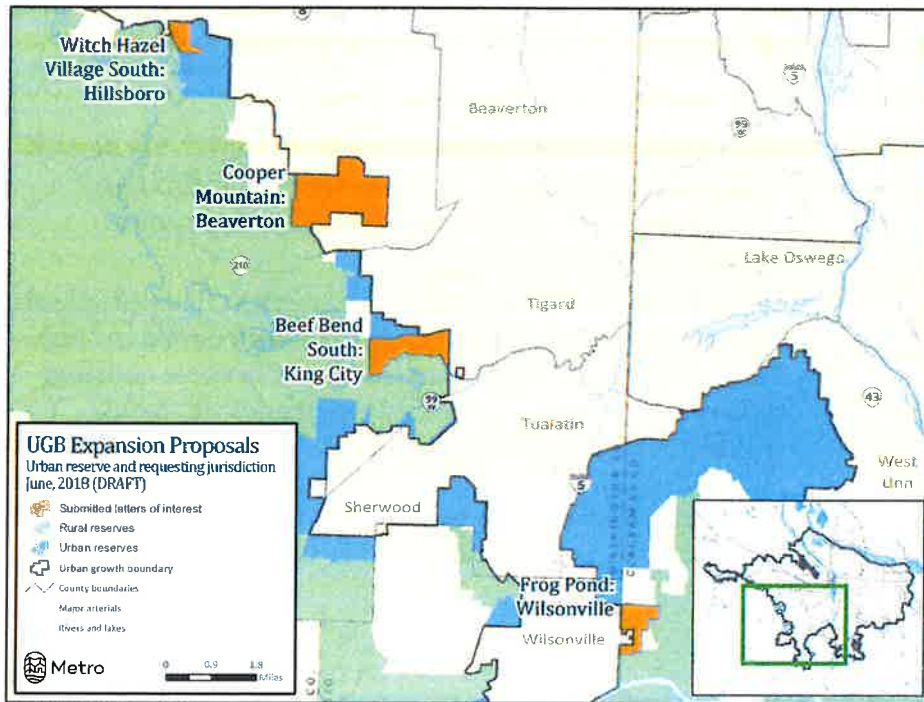
For the 2018 decision, four cities have submitted proposals for UGB expansions into urban reserves. All four proposals are for housing. Cities' narrative proposals can be found in Appendix 9. The four proposed expansions would total about 2,200 gross acres. After accounting for environmentally-sensitive areas, they include about 1,270 net buildable acres. The four cities' plans include about 9,200 homes at full build-out.

In the past, the region has added, on average, about 10,000 new households per year in the Metro UGB. The 9,200 homes in proposed expansion areas would address about an average year's household growth. Experience shows that adding more land

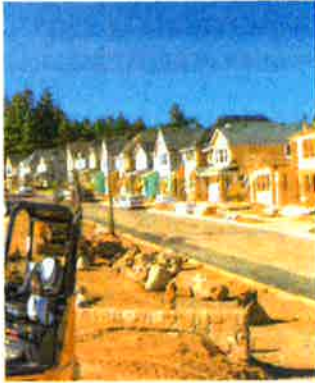
beyond what cities are proposing would not produce more housing. This emphasizes the need to do all we can to encourage more housing production in existing urban areas.

Statewide Planning Goal 14 (Urbanization) lays out several factors that must be considered when determining where to expand the UGB. The Goal 14 "locational factor" analysis can be found in Appendix 7. The four urban reserve areas proposed for expansion by cities all compare favorably according to the factors described in Statewide Planning Goal 14. In light of those factors, it is appropriate for all four to advance for further consideration by the Metro Council.

Figure 4/Table 1: City-proposed UGB expansions for consideration in the 2018 decision



Proposing city	Name of urban reserve	Gross acres	Buildable acres	Homes planned
Beaverton	Cooper Mountain	1,232	600	3,760
Hillsboro	Witch Hazel Village South	150	75	850
King City	Beef Bend South	528	400	3,300
Wilsonville	Advance Rd. (Frog Pond)	271	192	1,325



“The U.S. is no longer a nation of pioneers building log cabins on the Western frontier. Nor is it a post-WWII nation of nuclear families buying tract homes in Levittown. We can’t indefinitely rely on new construction of low density, single-family housing to accommodate population growth.”

—Brookings
Institution, 2018

The merits of these four proposals will be the focus of policy discussions in the summer of 2018. On the advice of the Metro Policy Advisory Committee (MPAC), the Metro Council has adopted code factors that describe expectations for cities proposing residential expansions. Those factors speak to the elements of the proposed expansion and to actions being taken by cities in their existing urban areas. Metro issued administrative guidance to assist cities in preparing proposals that address these code factors². Generally, cities are expected to show that:

- 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 Metro’s six desired outcomes, with a particular emphasis on meaningful engagement of populations of color in community planning processes.

To provide new perspectives on the merits of city proposals, Metro convened a City Readiness Advisory Group in June. The group, which included experts in affordable housing, multi-modal transportation, mixed-use development, residential development and equity, discussed the strengths and weaknesses of city proposals. Those discussions will be summarized for the Metro Council, MPAC and the Metro Technical Advisory Committee (MTAC) in July.

2. See Appendix 9 for administrative guidance.

Possible outcomes of different growth options

Over the years, Metro has sought to improve its growth management analyses. In earlier iterations, the calculation of land need was relatively straightforward: land supply minus land demand equals land need. While that simple approach has an appeal, it glosses over a number of policy questions and market factors that deserve greater discussion. Inevitably, that approach led to debates about numbers and ideologies rather than discussions of practical options.

This analysis strives to highlight policy questions and make the practical options – a decision whether to make any of the four proposed UGB expansions – more evident. This approach leads to a conclusion that future growth could be accommodated with or without UGB expansions, but different choices will have different outcomes.

Is there a need for more land to support job growth?

Commercial land demand

Commercial employment is a broad category that includes all non-industrial employment, such as teachers, cooks, doctors, sales clerks, nurses, real estate agents, architects, counselors, coffee shop workers, insurance agents, and bankers. What all of these sectors have in common is that to prosper, they need to locate close to where clusters of people live. From a growth management perspective, this means that the needs of these sectors will be best met in existing urban locations either on vacant land or through increased redevelopment and infill.

For the 2018 decision, no cities have proposed UGB expansions for commercial uses aside from select nodes that would provide neighborhood services in proposed residential expansion areas. There is no indication that adding land to the UGB when it has not been proposed by a city would result in commercial employment. For these reasons, there does not appear to be a need for additional land to be added to the UGB for commercial employment.

Industrial land demand

As our nation's economy has evolved from farming roots through the industrial revolution and into a knowledge-based economy, several dynamics have been at play that influence the nature of industrial land demand:

- As technology has improved over the last century, industrial workers have become more productive. This means that industrial job growth is stagnant and that demand for space is driven less by employment than it was in the past.
- E-commerce has driven demand for close-in warehousing and distribution facilities to enable quick deliveries. This may increase the likelihood of redevelopment of some sites.
- Data centers have emerged as users of industrial land, but they provide relatively few jobs (instead, they pay franchise fees that benefit cities).
- Large industrial firms seeking new locations consider sites all around the country or world, making it impossible to forecast regional land demand for large industrial sites.
- Site requirements for industrial uses can be very specific. For instance, some industrial users require rail access, others require redundant power sources, others require an educated workforce, and others require manual laborers. Forecasting those specific requirements would imply more certainty about the future than is possible.
- Providing raw land is just one step of many for producing industrial jobs. Typically, infrastructure investments and site assembly are also required. Brownfield cleanup and wetland mitigation are also common needs.

These dynamics mean that it is challenging to estimate land needs based on an employment forecast. This difficulty is amplified by the additional uncertainty surrounding employment forecasts since job growth can be influenced – for better or worse – by international relations, monetary policy and many other factors that lie outside the control of cities, counties, the region or state.

For these reasons, determining industrial land needs is best understood as an exercise in economic development goal setting rather than forecasting. This is true at the regional level and even more so at the local level.

The peer-reviewed baseline employment forecast for the seven-county area shows a net decrease of about 9,000 industrial jobs during the 2018 to 2038 time period. While some new industrial firms may emerge and some existing industrial firms may grow, those gains are outweighed by expected employment decreases at other industrial firms. The expected net decrease in regional employment in industrial sectors such as manufacturing, warehousing and distribution means that there is not a regional need for more industrial land to support employment growth. Even under the high growth forecast, industrial employment remains essentially unchanged from 2018 to 2038, again pointing to no need for additional industrial land to support employment growth.

Likewise, for the 2018 decision, no cities have proposed UGB expansions for industrial uses. There is no indication that adding land to the UGB when it has not been proposed by a city would result in industrial employment. For all of these reasons, there is not a regional need for additional land to be added to the UGB for industrial employment, including employment on large industrial sites.

The Metro Council has put into place a process for considering specific non-residential UGB expansion proposals outside of the standard growth management cycle. If cities develop an employment concept plan for an urban reserve area, that “major amendment” process can address needs that aren’t anticipated in the 2018 growth management decision.

Is there a need for more land to support household growth?

Urban growth scenarios

To inform the Metro Council’s determination of whether there is a need for residential UGB expansions in 2018, Metro staff produced a number of scenarios that tested different permutations of a few assumptions:

- varying levels of population, household and employment growth (using the range forecast for the seven-county metropolitan area)
- different amounts of buildable land in the Metro UGB (varying amounts of redevelopment capacity)
- UGB expansions as proposed by four cities vs. no UGB expansion.

The scenarios are described in more detail in Appendix 3. Several general observations can be made about the scenarios:

The region is on track to continue using land efficiently

- Most capacity for housing production within the existing UGB comes through redevelopment and infill.
- Redevelopment and infill construction thrives when there is strong economic and population growth.

Increased spillover growth to neighboring cities does not appear to be a threat

- The original Metro UGB was adopted in 1979. Since then, about 61 percent of the new households in the larger seven-county metropolitan area have located inside the Metro UGB.
- In all scenarios, the share of the seven-county area’s new households that locate in the Metro UGB (the “capture rate”) is higher than historic rates, ranging from 63 to 72 percent.

- Barring unanticipated changes in the growth capacity of neighboring jurisdictions, a decision not to expand the UGB will not cause excessive spillover growth into neighboring jurisdictions like Sandy, Newberg, or Clark County, Washington.

More housing production is needed to keep up with household growth

- The region needs more housing production to keep up with population growth, particularly for households earning lower incomes.
- If development of the four proposed UGB expansions is viable, they can modestly increase housing production in the region.
- Regional scale analysis is not sensitive enough to distinguish between the effects of the individual proposed expansions.

Housing affordability will remain a challenge

- As in other regions around the country, housing affordability will remain a challenge.
- Encouraging more redevelopment and infill is the most effective means of keeping housing prices in check for renters.
- If developed, the four proposed UGB expansions would result in modest reductions¹¹ in housing prices for owner-occupied housing by providing additional housing supply.
- If developed, the four proposed UGB expansions would have little impact on prices for renter-occupied housing given that one-third of the planned housing in those areas would be multifamily.

Most housing will remain single-family housing, but most growth capacity is for apartments and condominiums

- Currently, about 68 percent of all housing is single-family housing. All scenarios show that share decreasing in the future, with most resulting in about 60 percent single-family housing (still a majority).
- In keeping with regional and local plans, infrastructure funding realities and smaller household sizes, most growth capacity is for apartments and condominiums.
- If developed, the four proposed UGB expansions would result in a modest increase in choices for single-family housing for ownership.
- While demand for owned and single-family housing is strong, households appear willing to substitute rental and multifamily housing to a certain extent.

The region is on track to stay within the urban reserves “budget”

- There are approximately 23,000 gross acres of urban reserves that are candidates – if needed – for UGB expansions through the year 2045 (to address regional land needs to the year 2065).
- If urban reserves were added to the UGB at the average rate of about 850 acres per year, all urban reserves would be used (added to the UGB) by the year 2045.
- The four city-proposed expansions total 2,200 gross acres. At the above-described “budget” of 850 acres per year, this amounts to about 2.5 years of usage.

11. The amount of potential housing price reduction varies depending on other assumptions about redevelopment potential, household growth, and future UGB expansions (beyond the 2018 decision). All other things being equal, however, the proposed expansions could help moderate housing prices somewhat.

Changes in where we live and work

Where we stand today with housing

Greater Portland came roaring out of the Great Recession. In less than 10 years, the region grew its economy and added high-wage jobs at higher rates than almost any other large U.S. metro area. Median incomes went up. The poverty rate went down. Thousands of young, educated workers migrated to the region drawn by the high quality of life and the opportunity of a booming economy.

This influx of new affluence and new people brought both economic growth and new challenges, changing the dynamics of our housing market and shifting the geography of affordability in a short period of time.

But longer-term trends also shaped our housing supply, and those trends continue to challenge our ability to create housing choices that meet the needs of our changing region.

Housing construction came to a halt in the Great Recession, driving up housing costs

All around the country, housing construction came to a halt during the Great Recession. As the population continued to grow, demand intensified and housing prices rose – slowly at first, but gaining momentum with each passing year. Rent and home price increases were among the highest in the nation; vacancy rates, the share of unoccupied rental units, were among the lowest. This was true in greater Portland and dozens of other cities around the country.

Long-term residents living in rental housing found themselves priced out of their neighborhoods, while would-be homebuyers struggled to save for down

payments that seemed to double overnight. Renters suffered the most, often facing substantial rent increases with little notice.

Like most regions, we are playing catch-up with housing construction

Housing construction took off again as the region emerged from the Great Recession. Increased housing supply has begun to temper housing rents and prices, which are still rising, but not as quickly.

Though it's of little consolation to people who work and struggle to keep a roof over their heads, rents here are similar to those in cities around the country. For one-bedroom apartments, the Portland region is in the same rental price range as Atlanta, Minneapolis, Nashville, Denver and Chicago. Rents are more expensive here than a number of other cities, but still represent a value compared to other coastal cities.

When it comes to rents, location matters. To live close to jobs, amenities, and transit, people have to pay a premium that is often out of reach.

Figure 5: Annual percentage change in rental unit costs by size, Portland metro area, 2009-2017.



Source: Data courtesy of CoStar commercial real estate company

3. See Appendix 5 for more information on historic residential development trends.

Figure 6: Median rent for a one bedroom apartment in 2009 (source: Rainmaker Insights)

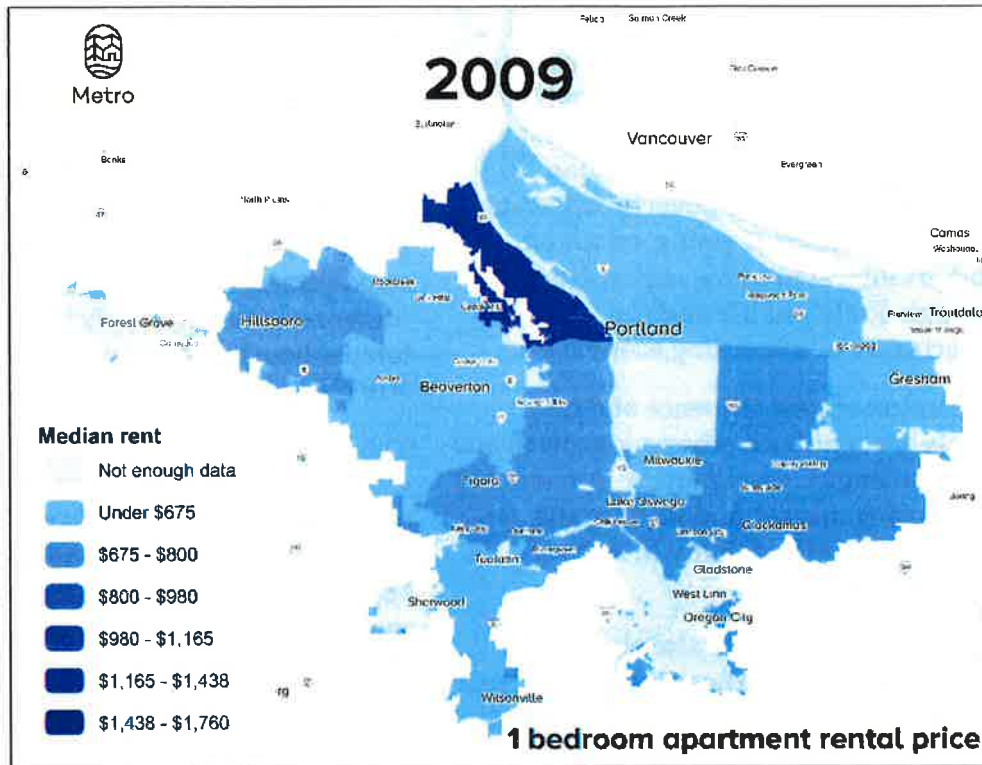
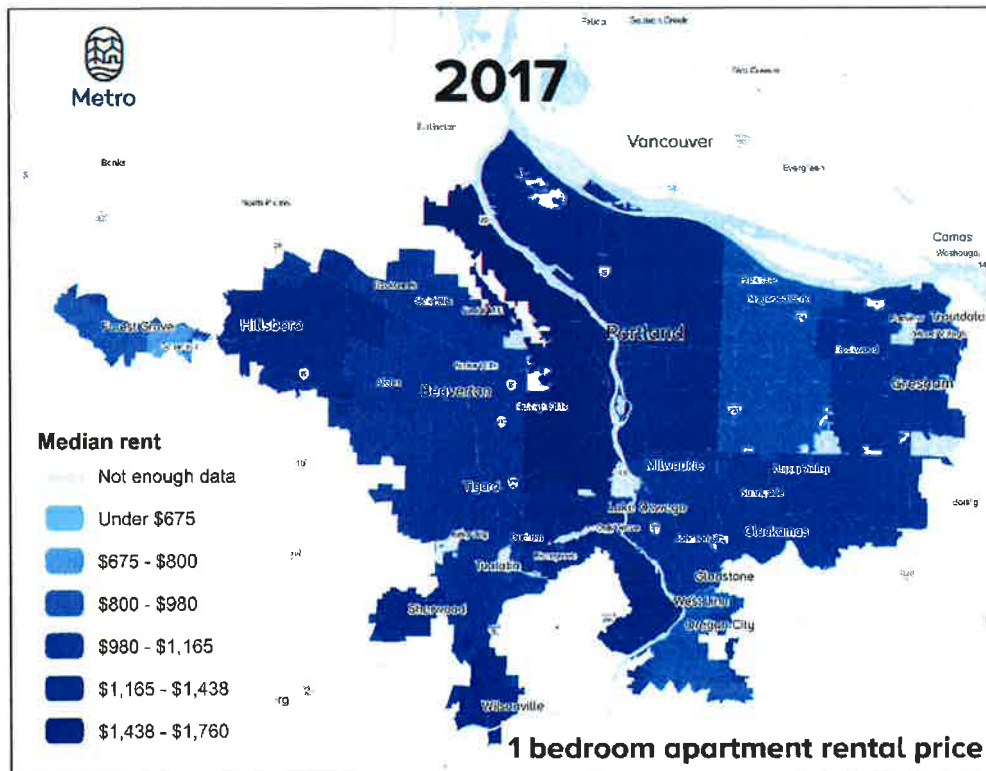


Figure 7: Median rent for a one bedroom apartment in 2017 (source: Rainmaker Insights)



What's helping to keep housing prices under control?

Simply put, the most straightforward way to keep housing prices in check is to build more housing. Without that housing supply, an ever-increasing population competes for a limited pool of housing, driving up prices. This is especially true in central locations with access to jobs, transit, services and amenities.

More than 20,000 new units of multifamily housing have been completed in the Portland metropolitan area since 2010⁴. More than half of those units were built in the past two and a half years.

Since 2015, developers submitted 25,000 permits for future multifamily buildings in greater Portland, meaning more apartments are in the pipeline⁵.

The increased available supply loosened regional apartment vacancy rates from a tight 4.6 percent in 2014 to a somewhat more comfortable 5.5 percent in 2017⁶. This growing availability of housing gives apartment-seekers more choices, generating competition among property managers who have moderated their asking rents accordingly.

Nearly 30,000 permits for new single-family units, including duplexes and triplexes, were submitted between 2010 and mid-2017⁷.

"Missing middle" housing

Our grandparents, parents, kids, friends and neighbors have diverse housing needs, but for too long there has been little housing diversity.

There are solutions for diversifying housing options in our communities. "Missing Middle" housing refers to options that lie on the spectrum between single-family homes with yards and mid-rise housing, for example, accessory dwelling units, cottage housing, and triplexes. However, these choices are often not widely available in the locations that provide the greatest access to jobs, services and amenities.



4. Source: CoStar

5. Construction Monitor

6. Source: CoStar

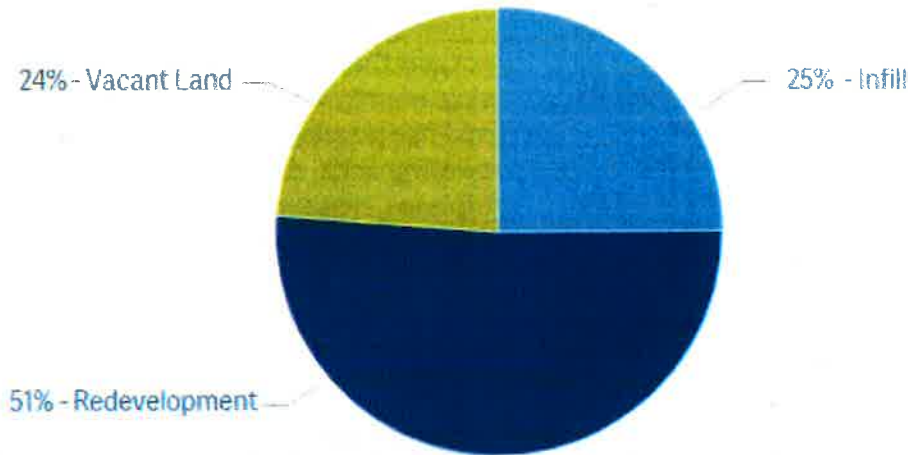
7. Source: Construction Monitor

Most new housing is being built in existing areas

Long-standing plans, investments, and market conditions have resulted in three-quarters of new homes being built through

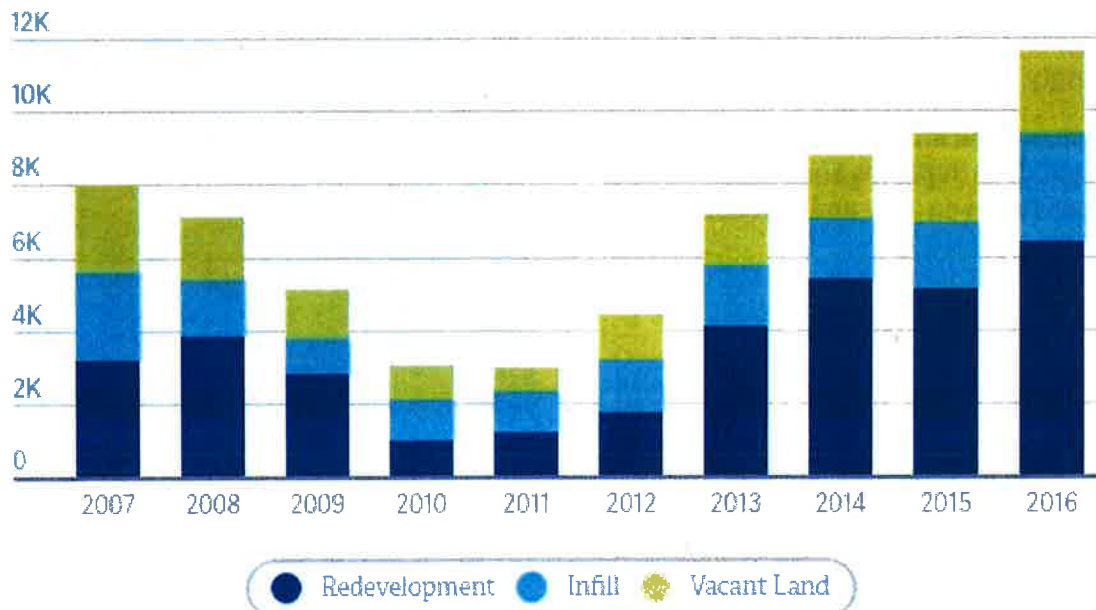
redevelopment and infill in existing urban areas (in the Metro UGB from 2007 through 2016). This means that, as housing is built, we are making efficient use of land and public resources.

Figure 8: New units (total) built by development type, Metro UGB, 2007-2016



Source: Metro Land Development Monitoring System output dataset from May 2018 RLIS data input

Figure 9: New units built by year and development type, Metro UGB, 2007-2016



Source: Metro Land Development Monitoring System output dataset from May 2018 RLIS data input

The emergence of ADUs

Since the mid-1990s, Metro has required that all cities in the region allow accessory dwelling units (also known as “ADUs,” “granny flats” or “in-law” cottages) in single-family neighborhoods. Though it took several years, construction has taken off, particularly in the City of Portland, with several hundred ADUs built per year in the Metro UGB for several years now.

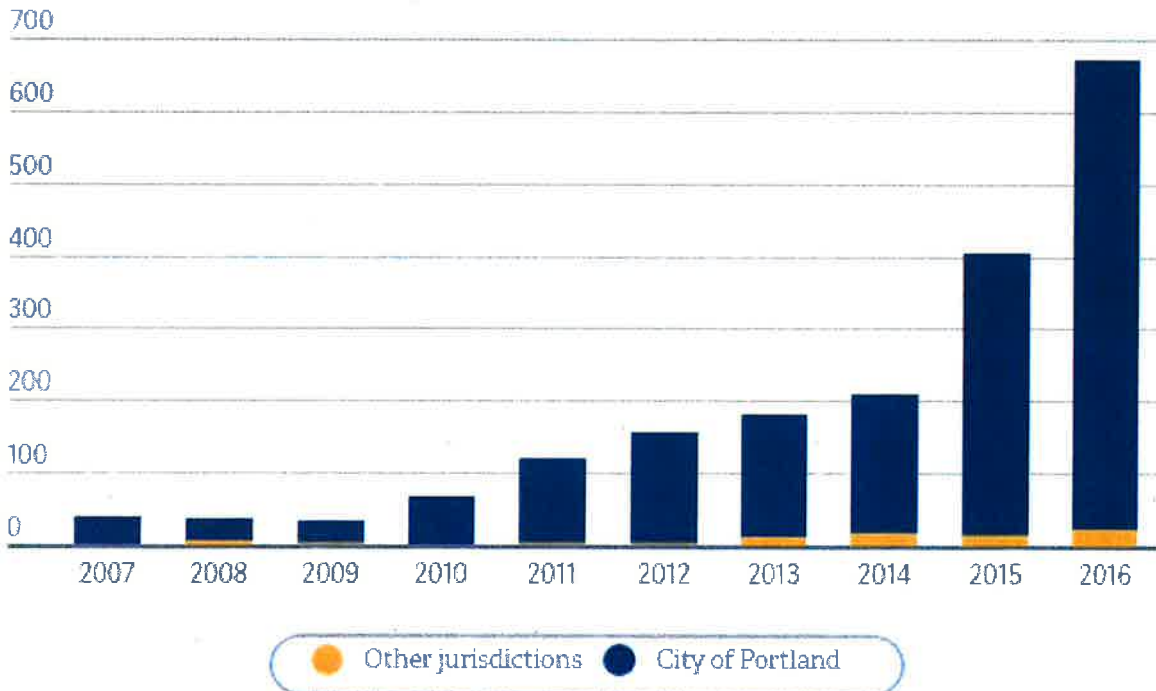
In 2017, ADUs made up 7 percent of the region’s new housing. Among other factors, the City of Portland’s waiver of system development charges for ADUs is credited with this uptick.

A common refrain about ADUs is that they only get used for short-term rentals such as Airbnb, so they don’t contribute to the

regional housing supply for residents. A 2017 survey of Portland ADU owners and tenants indicates that this is largely not the case. The survey was commissioned by Portland State University’s Institute for Sustainable Solutions. Sixty percent of ADU owners surveyed reported that their ADU is used by someone as a primary residence, while 26 percent reported that the ADU is used as a short term rental⁸.

Even when used as short-term rentals, ADUs may become long-term rentals over time as owners pay off ADU construction loans or grow tired of managing ever-changing guests. In a year-over-year comparison, about half of the Airbnb listings in Portland were no longer active (Brown, 2017).

Figure 10: Accessory dwelling units (ADUs) by year, Metro UGB, 2007-2016



Source: Metro Land Development Monitoring System output dataset from May 2018 RLIS data input

8. 14 percent reported that their ADU is vacant, used as extra space, or “other”.

We're using land more efficiently for single-family housing

Today, a new single-family home uses about half as much land as one built in 1980. This trend of using land inside the UGB efficiently helps us to protect farms and forests. It also makes it more feasible to provide single-family neighborhoods with transit and other services.

What's holding housing back?

Getting enough housing built is not without its challenges and the reasons are varied, including:

- a lack of funding for pipes, pavement, parks and other facilities to make vacant lands development-ready
- neighborhood opposition to change that can slow or stop housing proposals
- uncertainty in permitting processes
- difficult access to financing for developers
- zoning codes that restrict "missing middle" housing

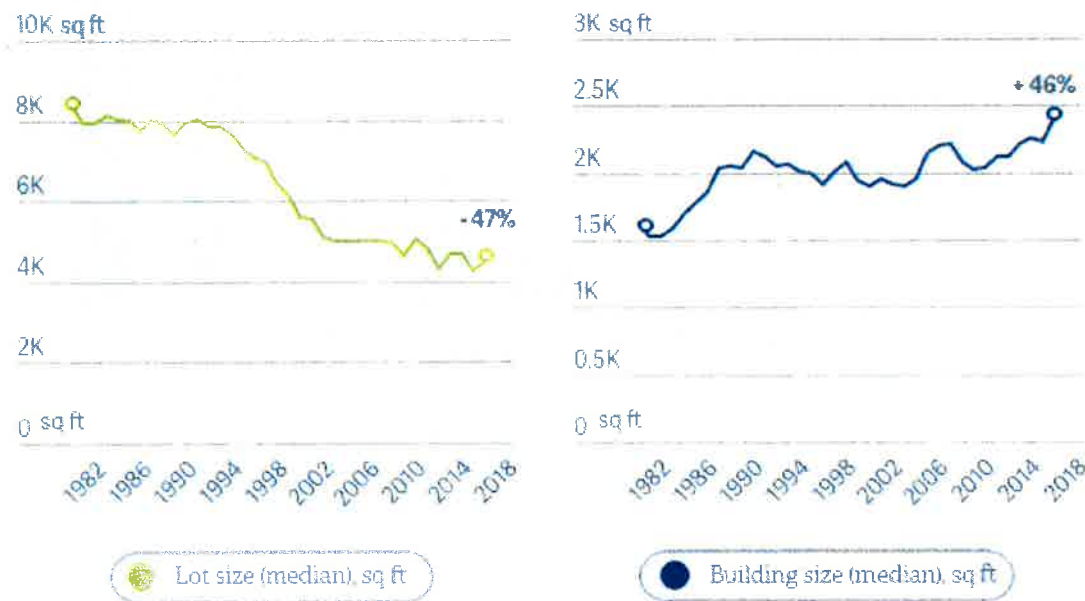
- depending on the location, achievable rents that are sometimes insufficient to spur redevelopment
- site specific challenges such as lot sizes and configurations, access, contamination, or property owners that don't want to develop or sell.

Land alone doesn't result in housing

The Metro Council made most of its UGB expansions from 1998 onward. Since then, the Metro Council has added about 27,000 acres or about 42 square miles to the UGB. For context, that's an area the about the size of two Beavertons, or 420 Oregon Zoos.

New construction in these expansion areas is a challenge. In addition to overcoming the normal financing and permitting hurdles, a city or developer must also build streets, sidewalks, sewers and other basic infrastructure to support a neighborhood. Infrastructure easily costs hundreds of millions of dollars. Since they were brought into the UGB, these areas have produced 16 percent of their planned housing

Figure 11: Single-family lot size and building size (annual medians), Metro UGB, 1980-2016



Source: Metro Land Development Monitoring System output dataset from May 2018 RLIS data input

(fewer than 11,000 approved or pending permits out of the expected 67,000).

In those cases where development readiness has been resolved – for example, Happy Valley, North Bethany, River Terrace, Villebois, Witch Hazel – housing has been built.

Aside from getting land ready for development, our region shares another challenge facing regions around the country: the private market often can't profitably build new housing that is affordable to people earning lower incomes. Without that potential for profit, affordable housing doesn't get built even if our community plans allow for it.

Cities proposing UGB expansions have been asked to describe how they are encouraging construction and preservation of affordable housing in their existing urban areas.

A shortage of cities

It matters, not just how much housing gets built, but where housing gets built. People in the greater Portland region were forward-thinking in the mid-1990s when they called for focusing most growth in existing downtowns and transportation corridors. That vision made our region more prepared for recent growth trends.

Cities around the country have seen a reversal of decades-long pattern of people moving away from urban centers (Edlund, Machado, & Sviatschi, 2015). Sales prices for central locations now reflect people's preference to live close to urban amenities like restaurants, grocery stores and cafes (Couture & Handbury, 2015). Construction of new housing in those locations is not keeping up with demand, leading economists and others to point to a "shortage of cities" (Cortright, Our Shortage of Cities, 2014).

This trend isn't restricted to central cities. Many people that live in the suburbs are seeking urban amenities – restaurants and transit, for instance – like those offered in Orenco and Tanasbourne in Hillsboro and The Round in Beaverton.

In the end, no one can predict future housing preferences, particularly when so much seems in flux. Regardless of preferences, there are significant headwinds for keeping up with population growth by building single-family homes. Those challenges include record levels of student loan debt, tighter lending standards, and high costs for new pipes and pavement that show up on a house's price tag.

Finding home



Cheranda Curtis calls her studio apartment her "sanctuary." Having an affordable place to live has given Curtis the opportunity to stay sober, hold a steady job and save for a house.



Patti Jay felt "exhausted with having to move again" after she received a no-cause eviction. She's grateful she found a place to live close to her son's high school, which means he didn't have to switch schools.

Displacement of people of color

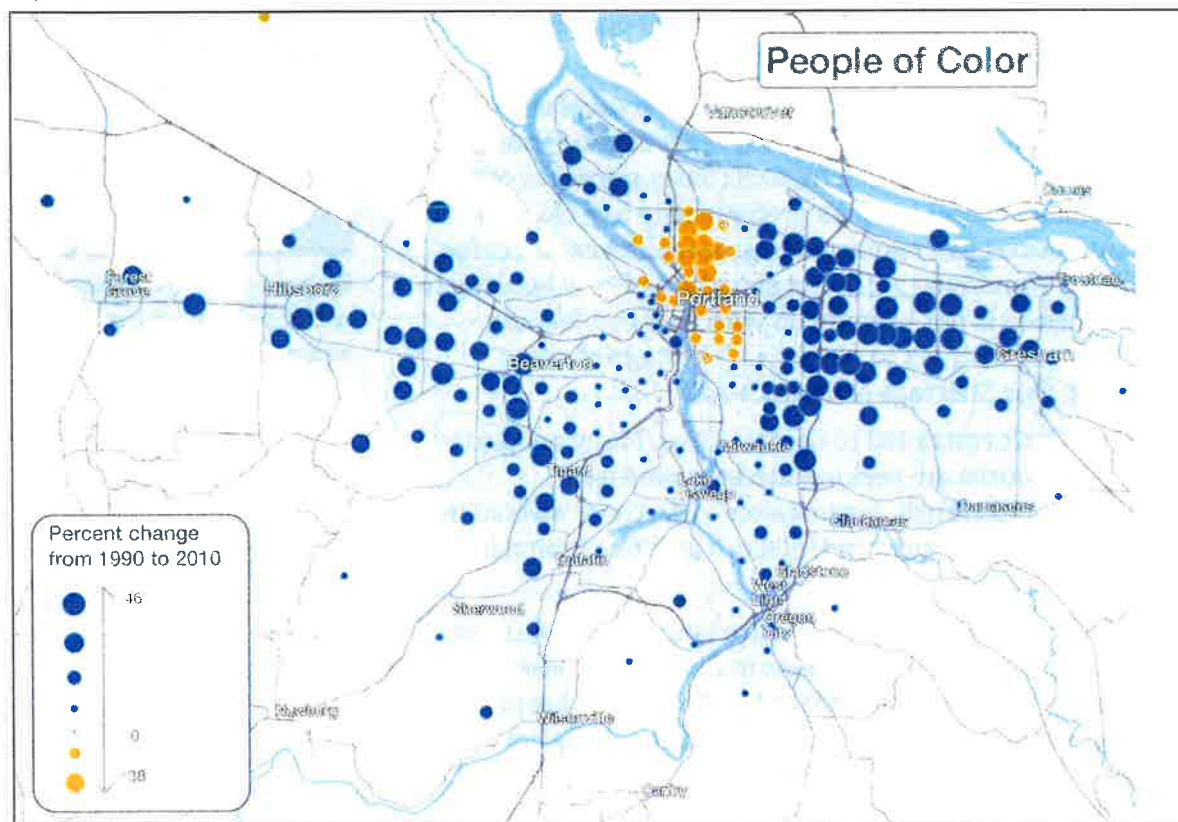
Unable to afford living in the region's urban centers, many people have moved to areas of the region with cheaper housing. Cheap housing comes with hidden costs, though. When you factor in the additional transportation costs – the increased costs of gas and car expenses or the extra time to bike, walk or take transit – a significant portion of the affordability benefits are lost if it requires long commutes.

Displacement has disproportionately affected communities of color, leading to a shift in the racial geography of the region over the last decade.

Displacement is a geographic consequence of a series of systemic inequities that would not be entirely solved with more abundant, affordable housing close to the region's city centers. But, not providing it exacerbates community divisions, by putting some people further from resources, jobs and opportunities readily available in more walkable, transit-served areas. Likewise, it disrupts the social institutions and networks that bind communities together.

And the impacts can be long-term. Displacement and housing stress can have wide-ranging impacts on health and well-being – impacts that can span generations.

Figure 12: Displacement and migration of communities of color, 1990-2010



Source: US Census

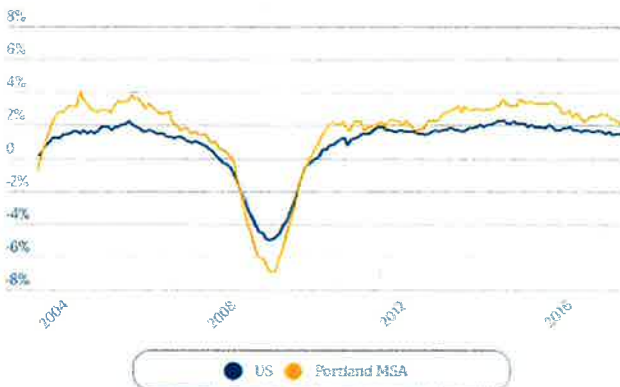
Where we stand today with jobs

Ascending out of the Great Recession

Our regional economy is the envy of many others. Educated, working-age people continue to migrate here in increasing numbers, providing local employers with a steady pool of skilled workers while also attracting employers in other regions to consider locating here⁹. And with a strong 4.6 percent increase in a measure of regional economic activity called gross domestic product (GDP), greater Portland had the 10th-fastest growing economy out of the nation's 100 largest metro areas in 2015 (State of Oregon Employment Department, 2016).

Job growth in the greater Portland region exceeds the national rate of job growth. In 2015, our region's jobs increased by 3.3 percent while the nation saw a 2 percent increase.

Figure 13: Annual percentage change in job growth, Portland metro area compared to the national average, 2004.-2018



Source: US Bureau of Labor Statistics

Manufacturing plays an outsized role in our economy

More than a quarter of greater Portland's economic output comes from the manufacturing sector. Nationally, manufacturing accounts for less than half that – just 12 percent of the nation's total economy (United States Bureau of Economic Analysis, 2018).



"In a region like this I don't think that there are a lot of barriers [to job growth]. You know, people want to live in a nice environment – you can't get much nicer than Portland. People want to live someplace where housing is affordable – let's hope we can keep it affordable.

By and large, across the board, these are people that are conscious of their communities, they like green energy systems, they like public transportation. These are all very important issues for our audience that we're targeting [for employee recruitment]."

—Dr. Lisa Coussens, OHSU,
Knight Cancer Institute

9. See Appendix 4 for more information about employment trends.

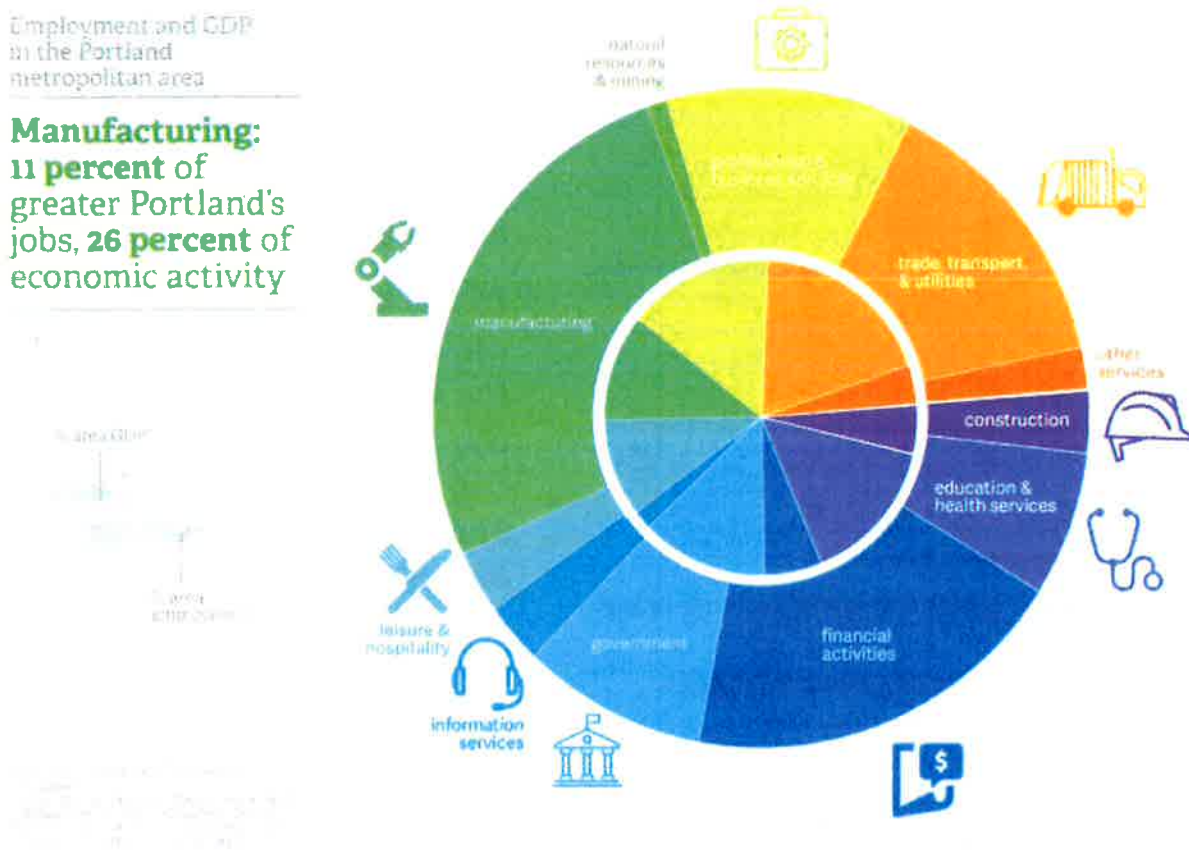
But economic activity doesn't always equal jobs: manufacturing accounts for just over a tenth of greater Portland's jobs.

Thanks largely to production of high-value products such as semiconductors and electronics, the manufacturing sector contributes an oversized amount to the regional economy relative to its share of the workforce.

But despite its strong contribution to the region's economy, jobs in the manufacturing sector stagnated in 2016 – by December 2016, the industry had lost 1.4 percent of its Portland-area jobs relative to the year before.

Still, the large profit margins of the region's high-tech manufacturing exports means that the sector's earnings are substantial, even as the size of the manufacturing workforce is somewhat stagnant.

Figure 14: Employment and gross domestic product (GDP), Portland metropolitan area, 2015



Most jobs are in population-serving and other non-manufacturing employment

As in the past, a large portion of future employment is expected in jobs that serve the public: education and medicine, for instance. As the population grows, so too will employment in these sectors.

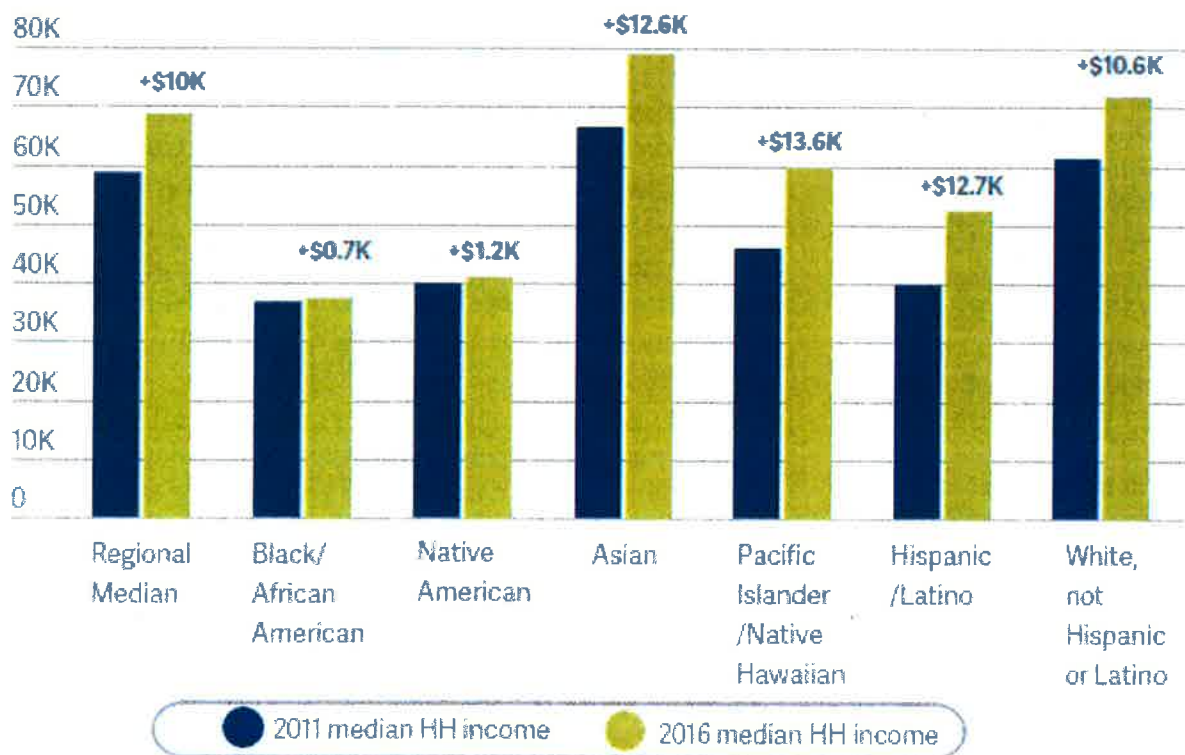
Likewise, sectors like professional and business services (attorneys, engineers, and architects, for example) and financial services (insurance agents, real estate agents, and bankers, for instance) will continue to make up much of our region's employment. What all of these sectors have in common is that they need to locate close

to clusters of where people live. From a growth management perspective, this means that the needs of these sectors are best met in existing urban locations

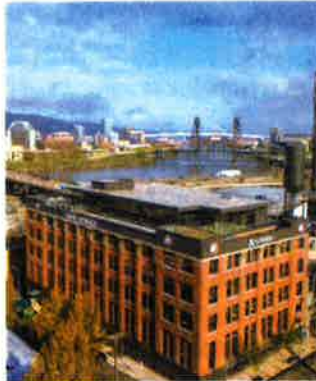
Not everyone is benefiting from economic growth

Though the headlines about unemployment rates and productivity are good, not everyone is prospering. From 2011 through 2016, median household income in the greater Portland region increased by \$10,000. However, Black and Native American households only saw an increase of about \$1,000.

Figure 15: Change in median household income by race, seven-county Portland-Vancouver-Hillsboro MSA, 2011 vs. 2016



Source: 2011 and 2016 American Community Survey (1-year estimates)



Help wanted

"Last year, Millennials became the largest component of the American workforce. For many companies, attracting and retaining millennial workers seems to require having a downtown office. "Probably for the first time in history, instead of people moving where jobs are," says Tom Murphy, a senior fellow at the Urban Land Institute, "jobs are moving where the talent is." (Wogan, 2016)

Photo credit: autodesk.
blogs.com/between_the_lines/

Middle income jobs were slow to recover from the Great Recession

Wage polarization has been a long-term trend both locally and nationally and the recent recession only accelerated the shift toward more high and low wage jobs and a smaller share of middle wage jobs. As of 2007, middle wage occupations comprised nearly 65 percent of the jobs in the Portland metropolitan area, but that share was less than 58 percent by 2017.

Middle wage job growth has picked up in the last couple of years. As of 2017, the region finally recovered the number of middle wage jobs lost during the recession. But low and high wage jobs have fared much better, both during and after the recession, leading to increasing wage polarization. The polarization trend is expected to continue in the future for the region and the U.S. as a whole, in large part due to globalization and technological change.

Occupations within the middle wage category have also seen different trajectories over the last ten years. In the Portland metropolitan area, around 13,200 manufacturing production jobs were lost during the recession and only 4,600 of those jobs had been recovered as of 2017. Production workers face continuing pressure from globalization and automation in the manufacturing industry .

Administrative and office support occupations also saw significant job losses and weak recovery as advances in technology change the nature of office work and the need for support staff.

On the other hand, employment in several middle wage occupations that are primarily driven by population and demographic change continued to grow during and after the recession, including healthcare support workers, police officers, and teachers.

Changes in where businesses locate

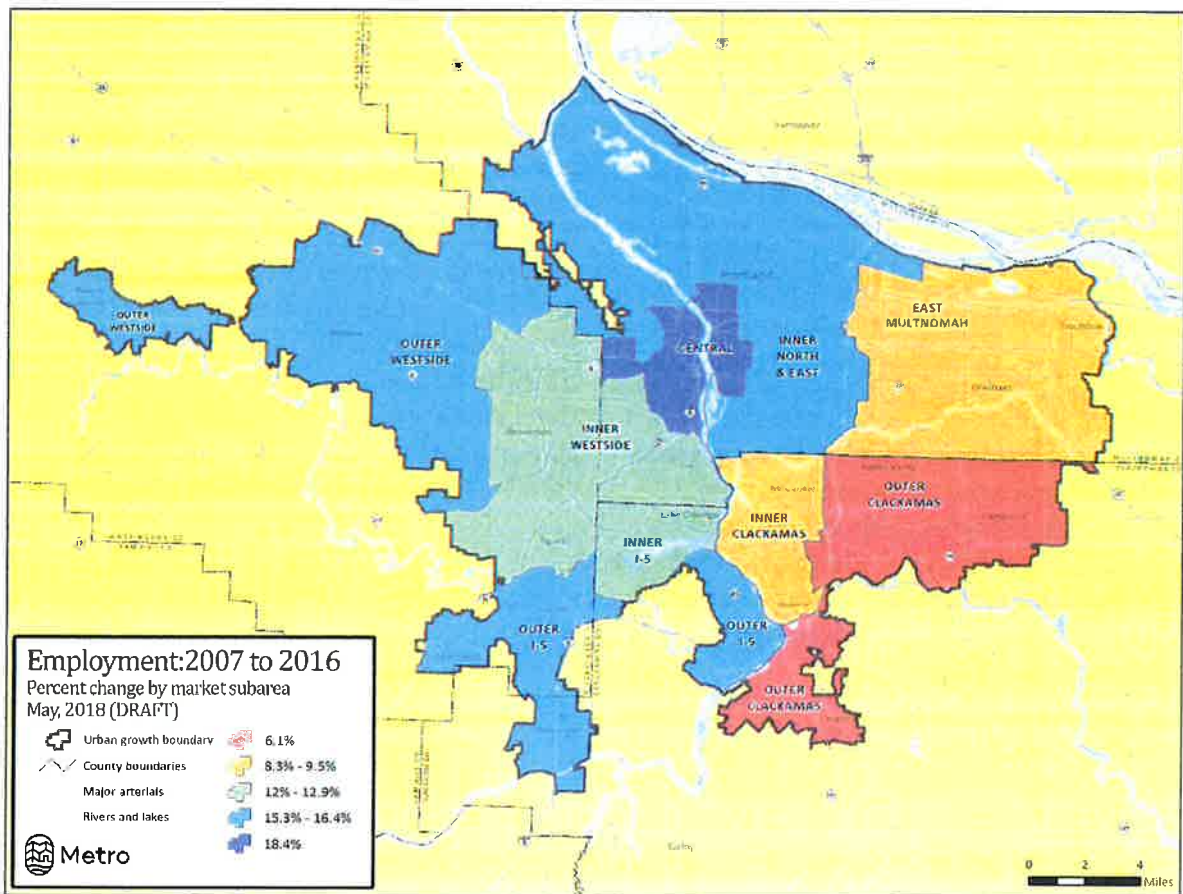
As we plan for future employment, we need to be aware of changes in where businesses locate and how they use space. Most of these trends point to more efficient use of land.

Nationwide, there has been a trend of businesses relocating from more remote campus settings to downtowns. Businesses are doing this to attract and retain an educated workforce that wants access to urban amenities like restaurants, bars, cafés and transit.

This is now a mainstream trend. In recent years, G.E. moved its headquarters from a suburban campus in Connecticut to a downtown Boston location. The new G.E. headquarters won't have a parking lot. McDonald's and Kraft Heinz both moved from suburban Chicago locations to downtown.

In the greater Portland region, these trends are evident. The highest rate of job growth in the region from 2007 to 2016 was in central Portland at 18.4 percent growth. This was followed by the outer west side, inner north and east, and the outer I-5 areas at 15.3 to 16.4 percent growth. Job growth in east Multnomah County and Clackamas County has lagged behind at 6.1 percent.

Figure 16: Percent change of employment by market subarea, 2007-2016



Our workplaces look different than they used to

Inside office buildings, workers are taking up less space than they used to. In many professions, gone are the days of private offices. Instead, a laptop and a chair are often more typical.

Among the increasing ranks of the “gig economy” (self-employed), work space can be co-working space that is leased by the hour or a seat at a coffee shop for the price of coffee refills.

In the medical sector, health care providers are following their patients. They see future demand for outpatient clinics close to where people live.

The “non-store retailers” category includes catalog and internet-based businesses that fulfill orders by mail as well as other non-store vendors. Regional employment by non-store retailers increased by nearly 27 percent from 2007 to 2017 (source: QCEW).

This retail trend has implications for other sectors in the greater Portland region. Shipping and delivery employment grew by 31 percent over the same period, while warehousing employment grew nearly 9 percent (source: QCEW). E-commerce’s focus on quick deliveries means that demand for space is often in close-in locations.

For “brick and mortar” retail, the emergence of e-commerce and people shifting their consumption habits from retail goods to meals and entertainment portends the closing of malls and retail businesses in commercial corridors (Thompson, 2017). This trend can be seen in the closure of many Sears, J.C. Penney, Macy’s, and Kmart stores and all Toys R Us stores in the U.S. Between 2007 and 2009, 400 of the U.S.’s largest 2,000 malls closed (Esri, 2014).

The construction of data centers has recently created more demand for industrial land. Policy makers may wish to consider what an appropriate land use planning response should be. While data centers play an important role in the modern economy, they tend to have few employees and will use large sites when vacant land is relatively abundant or inexpensive (Miller, 2017). This is not out of necessity, however. There are numerous examples of data centers in multistory buildings such as downtown Portland and Chicago and in northern Virginia and Silicon Valley. They locate there despite higher real estate and construction costs to save milliseconds on data transmission times (Miller, 2017).

From home to work and back

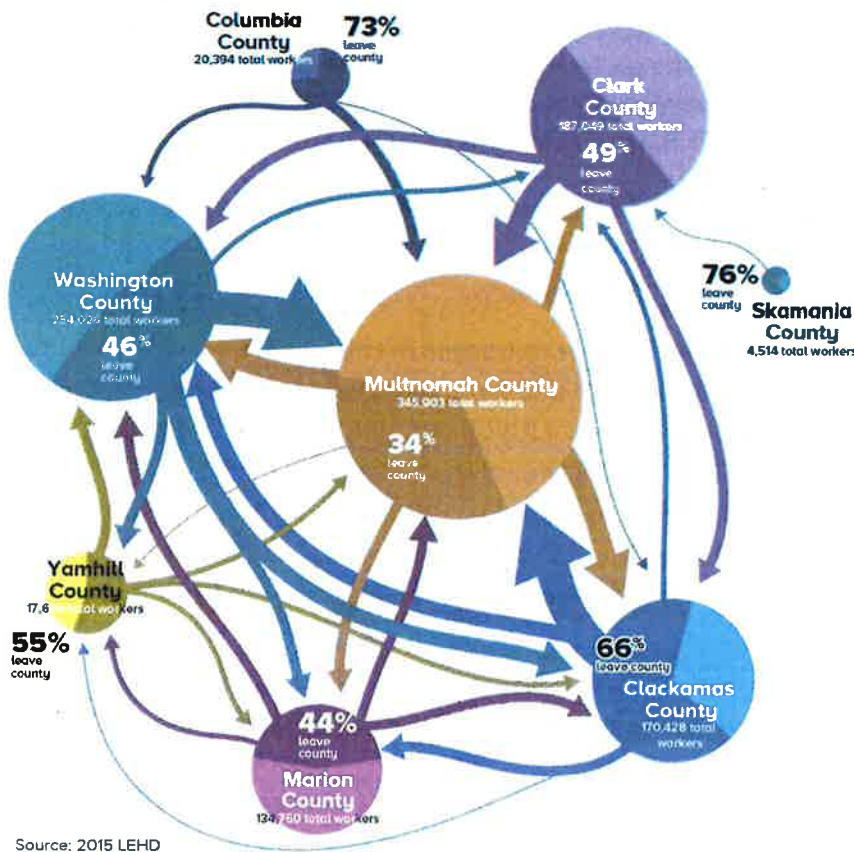
Ours is a regional economy that doesn't stop and start at state lines, the UGB, or county and city boundaries. People make complex decisions about where to live and work. Few of us choose the job closest to home or the home closest to our job. Rather, we consider other factors, which might include:

- whether jobs are a good match for our skills
- whether jobs pay enough
- whether our spouse or partner is also employed, but in a different location
- whether homes match our budget
- whether homes and neighborhoods match our preferences
- whether we can tolerate or afford longer commutes
- whether local schools meet our needs and preferences.

These choices are borne out in the data on commute patterns that show people commuting across city and county lines. Those patterns will not be changed by any UGB expansion for housing or jobs. The best course of action is to plan communities with a mix of uses that shorten our other trips – going to the grocery store, for example – and provide reliable and safe multimodal transportation options to link different parts of the region.

In the context of growth management decisions, these patterns influence the amount of housing and job growth that is likely to locate in the Metro UGB. Historically (since 1979), about 61 percent of the new households in the seven-county metropolitan area and 82 percent of the new jobs have located in the Metro UGB.

Figure 17: Where greater Portland area residents work by county, 2015 (source: US Census LEHD)



Regional outlook

Good sources

Metro bases its forecast on the best sources available:

- U.S. Census
- U.S. Bureau of Labor Statistics
- U.S. Bureau of Economics
- Federal Reserve Board
- Portland State University's Population Research Center
- IHS Markit

Handling uncertainty

There is uncertainty in any forecast. Metro recognizes uncertainty by producing a probabilistic range forecast. The midpoint of the range is the most likely outcome. However, migration trends, federal monetary policy, technological change, recessions and international relations are all factors that may move actual growth higher or lower in the range.

The communities inside the Metro UGB are a major part of a larger regional economy that extends over seven counties and across state lines. To understand housing and employment needs in the Metro UGB, we need to first understand what's happening in the larger seven-county metropolitan area. This larger area is the starting point for Metro's population, household and employment growth forecasts. This seven-county forecast is documented in Appendix 1.

Metro subjects its forecast model and the forecast results to a peer review process that includes public and private partners who are experts in economics and demographics. In the case of the draft forecast, the peer review panel found the forecast to be reasonable and in line with other projections. Documentation for the peer review process is included in Appendix 1.

To check how we're doing, Metro also provides comparisons of past forecasts and actual growth (see Appendix 1). Those comparisons show that Metro's forecasts have been accurate and reliable. Metro's 2010 forecast has held up well, slightly underestimating population growth and slightly overestimating employment growth in the seven-county area. After five years, the forecast was within three percent of actual estimates for population and employment, less than a one percent annual difference. It is also worth noting that the year 2015 "actual" numbers are estimates and also subject to error.

We expect more people in the region

Between 2018 and 2038, there could be between 365,000 (low) to 659,000 (high) additional people residing in the seven-county region. The most likely amount of growth is 524,000 more people in the seven-county region.

Table 2: Population forecast for the seven-county Metropolitan Statistical Area (2018 to 2038)

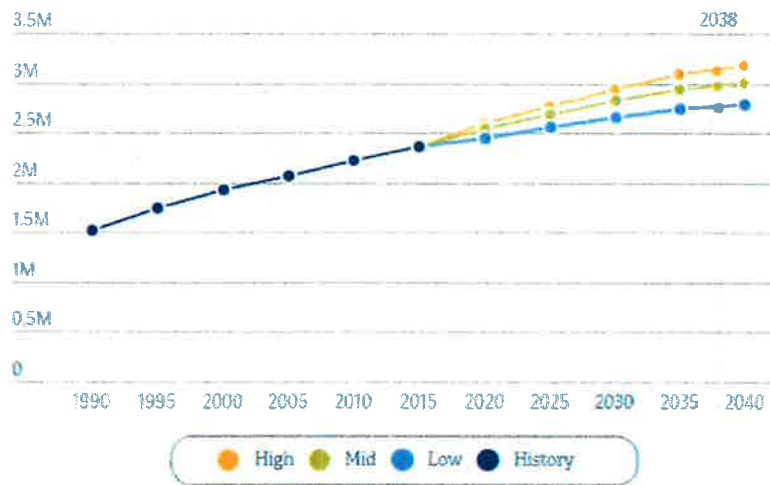
	2018	2038	Difference
Low growth	2,414,000	2,779,000	365,000
Most likely growth	2,481,000	3,005,000	524,000
High growth	2,516,000	3,175,000	659,000

The primary source of population growth in the region will

continue to be migration. Births represent an ever-shrinking source of population growth in our region and nation. In 2017, the U.S. saw the fewest births in 30 years and its lowest general fertility rate in history. (U.S. Department of Health and Human Services, 2018)

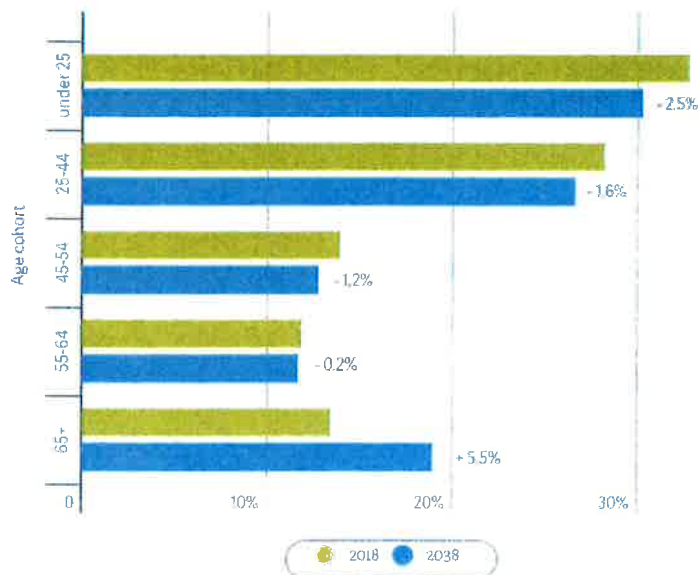
Along with declining birth rates, the region's population is aging. In 2018, about 13 percent of the population is 65 years or older. By 2038, about 19 percent of the population will be 65 years or older.

Figure 18: Population history and range forecast, seven-county Portland-Vancouver-Hillsboro MSA, 1990-2038.



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

Figure 19: Age cohorts as a percentage of total population, seven-county Portland-Vancouver-Hillsboro MSA, 2018 and 2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

Note: Age bracket size (i.e. the number of years per age bracket) varies by cohort.

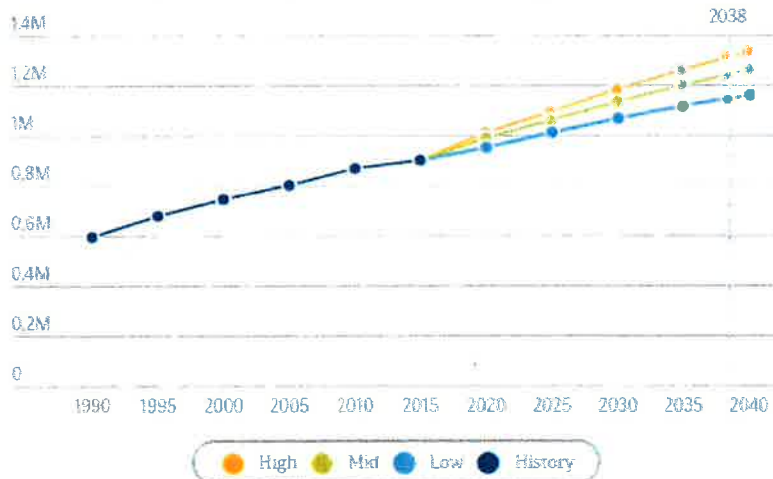
We expect more households in the region

Between 2018 and 2038, there could be between 212,000 (low) to 335,000 (high) additional households in the seven-county region. The most likely amount of growth is 279,000 more households in the seven-county region.

Table 3: Household forecast for the seven-county Metropolitan Statistical Area (2018 to 2038)

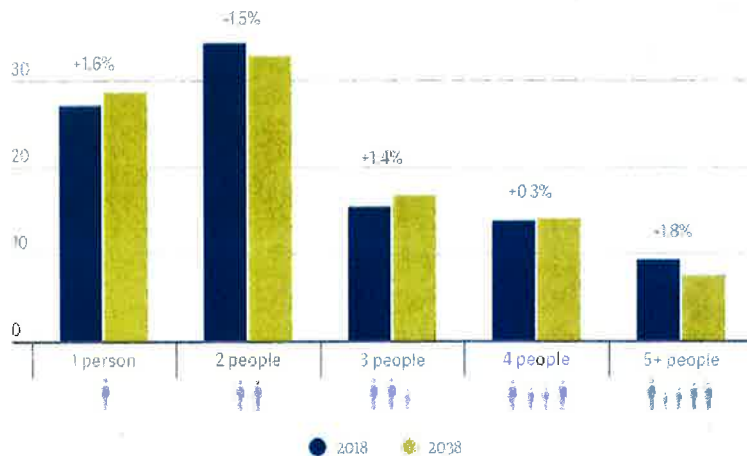
	2018	2038	Difference
Low growth	932,000	1,144,000	212,000
Most likely growth	958,000	1,237,000	279,000
High growth	972,000	1,307,000	335,000

Figure 20: Household history and range forecast seven-county Portland-Vancouver-Hillsboro MSA, 1990-2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

Figure 21: Household size history and forecast by share of total, seven-county Portland-Vancouver-Hillsboro MSA, 2018 to 2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

Because people are staying single longer and having fewer children, the average household size for the seven-county metropolitan area is expected to drop from 2.6 people per household in 2018 to about 2.4 people per household in 2038. Today (and in 2038), almost two-thirds of households consist of one or two people.

In 2018, about 23 percent of heads of households are 65 and older. By 2038, about 30 percent of heads of households will be 65 and older.

We expect more jobs in the region

Between 2018 and 2038, there could be between 135,000 (low) to 258,000 (high) additional jobs in the seven-county region. The most likely amount of growth is 209,000 more jobs in the seven-county region.

Table 4: Employment forecast for the seven-county Metropolitan Statistical Area (2018 to 2038)

	2018	2038	Difference
Low growth	1,108,000	1,243,000	135,000
Most likely growth	1,193,000	1,402,000	209,000
High growth	1,293,000	1,551,000	258,000

Figure 22: Employment history and range forecast seven-county Portland-Vancouver-Hillsboro MSA, 1990-2038



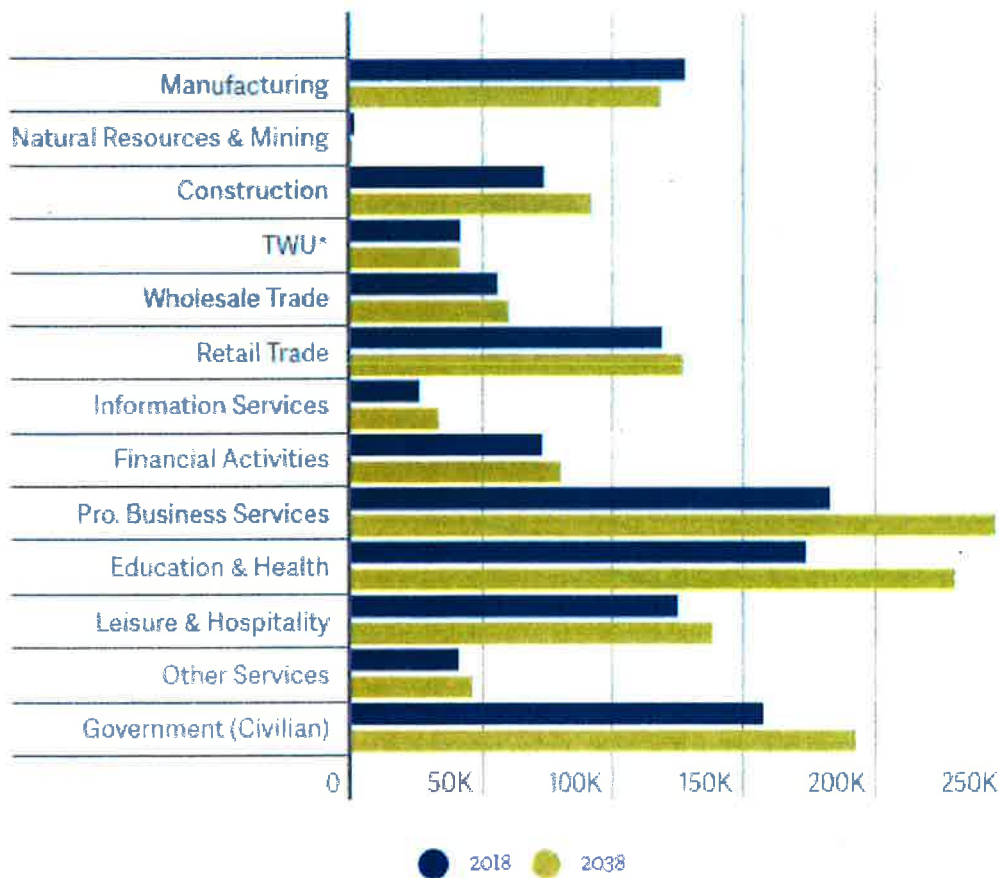
Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

There is more uncertainty around the job forecast than the population forecast since the economy may be positively or negatively impacted by global events, innovations, and decisions that can't be predicted. Actual growth will not follow a smooth trend line, but will have ups and downs with business cycles.

There is yet more uncertainty when it comes to forecasting employment by sector, but most economists see continued strength in sectors like education and medicine that serve the growing population.

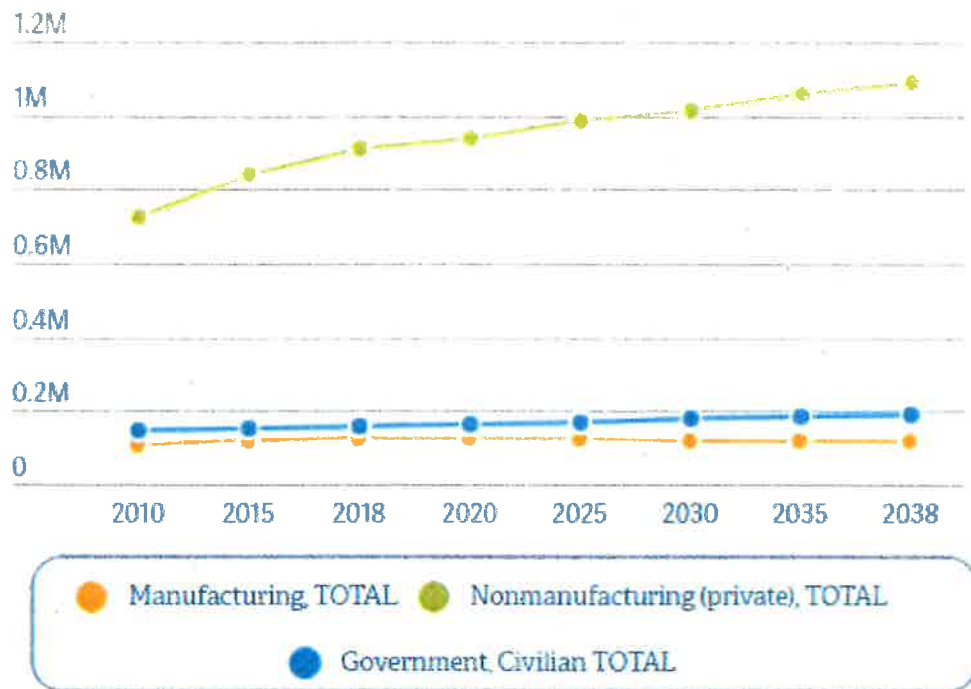
On the flip side, because of automation and other factors, many economists see slow or no job growth for industrial sectors – such as high-tech manufacturing and wood products – that have traditionally been strengths for Oregon (Lehner, Oregon's Industrial Structure and Outlook, 2018). Instead, going forward, employment growth in the high-tech sector is expected in software development (Lehner, Oregon High-Tech Outlook, 2018).

Figure 23: Employment by sector, current and baseline (likely) forecast seven-county Portland-Vancouver-Hillsboro MSA, 2018 and 2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017
 *TWU = Transport, Warehousing and Utilities

Figure 24: Employment history and projections (by major sector)
 seven-county Portland-Vancouver-Hillsboro MSA, 1990-2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017
 Forecast is for mid-range projection.

How much room is there for housing and job growth inside the UGB?

Where growth can happen

Redevelopment

Development on a tax lot where the original structure has been demolished and there is a net increase in housing units or jobs.

Infill Additional development on a tax lot where the original structure has been left intact and the lot is considered developed.

Vacant land Land inside the UGB that's not developed.

Urban reserves Areas outside the current UGB designated by Metro and the three counties as the best places for future growth if urban growth expansions are needed over the next 50 years.

Neighbor cities Cities in the larger metropolitan area, but outside of Metro's jurisdiction: Vancouver, Newberg, Sandy, etc.

Committed to using land efficiently

To protect farms and forests, Oregon law encourages the efficient use of land already inside the UGB. This focus on making the most of what we have also keeps jobs, housing, shopping and services closer by. Future development will happen – not only on vacant land – but also through redevelopment or infill.

Redevelopment and infill have demonstrated their importance in recent years, accounting for 76 percent of the net new housing units in the Metro UGB in the 2007 to 2016 time period, far exceeding previous forecasts. This is an important reminder of several points:

- Existing urban locations that are close to services and amenities are in high demand, so much so that economists have coined the phrase “a shortage of cities” (Cortright, *Dow of Cities: Big data on the urban price premium, 2018*).
- Encouraging redevelopment and infill is the means to address the shortage of cities and to reduce housing prices in these locations.
- Redevelopment and infill are not static. They are more likely in locations that are in high demand.

Buildable land inventory review process

Metro inventories buildable land through a comprehensive process that includes extensive review by city and county planning staff. Many local staff participated in Metro's Land Use Technical Advisory Group (LUTAG), which assisted in the inventory. LUTAG began meeting in the summer of 2017 and met regularly through spring of 2018.

Appendix 2 describes the methods that Metro used to estimate how much buildable land is inside the UGB. All cities and counties in the region had an opportunity to review the buildable land inventory used in this analysis. The inventory results are described in Appendix 2.

Though the inventory assumes that current zoning regulates allowable uses, it does not assume that all of that zoned capacity is viable in the next 20 years (there is zoned capacity for over 1.3 million homes in the UGB).

The inventory begins with aerial photos locating vacant land. Subsequent steps account for environmental constraints such as steep slopes and wetlands.

Aside from vacant land, additional housing and jobs are also expected on some already-developed lands. There are a variety of uncertain market factors that may influence long-term redevelopment and infill potential. For that reason, redevelopment and infill potential are expressed as a range.

Buildable residential land inside the UGB

The buildable land inventory for the Metro UGB includes capacity for 229,200 to 364,300 additional homes. The difference in the two numbers is attributable to redevelopment potential. Because of a variety of factors (infrastructure, market, neighborhood opposition, etc.), not all of this capacity may be development-ready in the 20-year planning period.

Table 5: Residential buildable land range (source: Metro, in coordination with cities and counties)

	Single-family homes	Multi-family homes	Total homes
Low	93,300	135,900	229,200
Medium	93,300	227,700	321,000
High	93,300	271,000	364,300

Note: single-family housing capacity is shown as a static number rather than a range since there are fewer market uncertainties than with multifamily redevelopment

Buildable employment land inside the UGB

Metro categorizes employment land as commercial or industrial according to adopted zoning. As documented in the 2014 Urban Growth Report, these categories are somewhat flexible and it is common to find commercial employment on industrial land.

Commercial (non-industrial) employment land

There are 2,150 to 2,530 net buildable acres of commercial employment land inside the Metro UGB. Because there is uncertainty around redevelopment of land in mixed-use zones, these buildable acres are expressed as a range.

Industrial employment land

There are 8,600 net buildable acres of industrial employment land inside the Metro UGB.

Large industrial sites

Expanding and attracting traded-sector businesses are important aspects to creating middle-income jobs. As an income tax dependent state, Oregon's higher wage jobs generate revenue to fund schools, parks and other public services. The greater Portland region competes globally to attract these coveted jobs, so it is important to have development-ready sites where businesses can locate.

The 2017 update of the Regional Industrial Site Readiness project inventoried large, vacant industrial sites (over 25-net buildable acres per site) and is included as Appendix 8. The inventory is a subset of the previously described industrial land inventory. It finds 65 large industrial sites inside the UGB and at varying stages of development readiness:

- There are 45 large industrial sites inside the UGB that may be available to the general market¹⁰.
- An additional 20 large industrial sites inside the UGB that are held by existing firms for potential future expansion.

The focus of the Regional Industrial Site Readiness project is to identify actions that must be taken to make these sites development-ready to produce jobs. The project finds that many large industrial sites have extensive needs including:

- infrastructure needs, particularly transportation improvements
- site assembly
- brownfield cleanup
- wetland mitigation

- annexation by cities
- willing seller.

These challenges mean that, of the 45 large sites that aren't being held by existing businesses for future expansion:

- 10 sites are developable within a 6-month timeframe (Tier One)
- 11 sites will require 7 to 30 months to be made development-ready (Tier Two)
- 4 sites will require more than 30 months to be made development-ready (Tier Three).

Any sites added to the UGB would be Tier Three, requiring months of effort and substantial investment to make them development-ready.

¹⁰. The inventory identified 47 sites, but two of them outside the UGB, so they are not included here.

Policy considerations related to the need for proposed residential UGB expansions

Under state law, UGB expansions can only be made when there is a regional need for additional land. That determination of need must be based on historic development patterns on land inside the Metro UGB, as well as trends in development, demographics and the economy. Past development patterns and trends show that redevelopment and infill are the region's primary source of growth. Past experience also shows that UGB expansions produce housing when governance and infrastructure funding are addressed, but rarely without those elements. Looking forward, the scenarios described above illustrate that future household growth could be accommodated in a variety of ways. However, the quantity, location, type, and tenure of housing growth would vary slightly with different decisions.

After reviewing this analysis and the city expansion proposals, the Metro Council may wish to consider several policy questions to help reach a conclusion regarding whether some or all of the proposed UGB expansions are needed:

Efficient land use: The Council has policies to encourage efficient land use through redevelopment and infill to maintain a compact urban form.

1. Have the cities that submitted expansion proposals demonstrated that they are removing barriers to mixed-use development in their existing urban areas?
2. Would making the city-proposed UGB expansions position the region to make urban reserves last for their intended duration?
3. Do city concept plans for urban reserves make efficient use of land?

Viability of housing production in expansion areas: The Council has a policy to only expand the UGB into concept planned urban reserves to ensure that the expansions get developed as intended.

4. Have the cities that submitted expansion proposals (with concept plans) made the case that the expansions would result in housing production? Is there a viable plan for paying for needed pipes, streets, parks, and other public facilities and services?

Housing choices: The Council has policies to encourage a variety of housing choices.

5. Are the cities that are proposing expansions planning for a variety of housing types (citywide)?
6. Would the city-proposed UGB expansion provide additional housing choices that are desirable? In particular, are the city-proposed UGB expansions needed in order to provide more single-family housing choices in the context of the region's ongoing shift towards apartments and condos?

Housing affordability: The Council has policies to encourage housing choices for those households with the fewest choices.

7. Have the cities that submitted expansion proposals demonstrated that they are taking actions to increase and preserve their supply of affordable housing (citywide)?

Desired outcomes: The Council has policies to make decisions that advance the region's six desired outcomes.

8. Have the cities proposing expansions demonstrated that they are taking actions to advance the region's desired outcomes (citywide)?
9. Have the cities proposing expansions meaningfully engaged diverse communities in community planning (citywide)?
10. Have the cities proposing expansions taken actions to reduce racial inequities in social outcomes related to housing, jobs, transportation, and parks?



Next steps

This report, along with the four expansion proposals are intended to inform policy discussions in the summer of 2018. Through those discussions, the Metro Council will come to a determination as to whether any of the four proposed expansions are needed to accommodate household growth.

Timeline (subject to change)

- **Summer 2017 – Spring 2018:** Technical peer review of forecasts, buildable land inventory, modeling assumptions, etc.
- **Dec. 29, 2017:** Deadline for cities to submit letters of interest for growth boundary expansion proposals into adjacent urban reserves. Five cities – Beaverton, Hillsboro, King City, Sherwood and Wilsonville – submitted letters of interest
- **May 2018:** Cities submit full proposals for UGB expansions. Four cities – Beaverton, Hillsboro, King City and Wilsonville – submitted proposals
- **June 2018:** Cities proposing UGB 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
- **July 3 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

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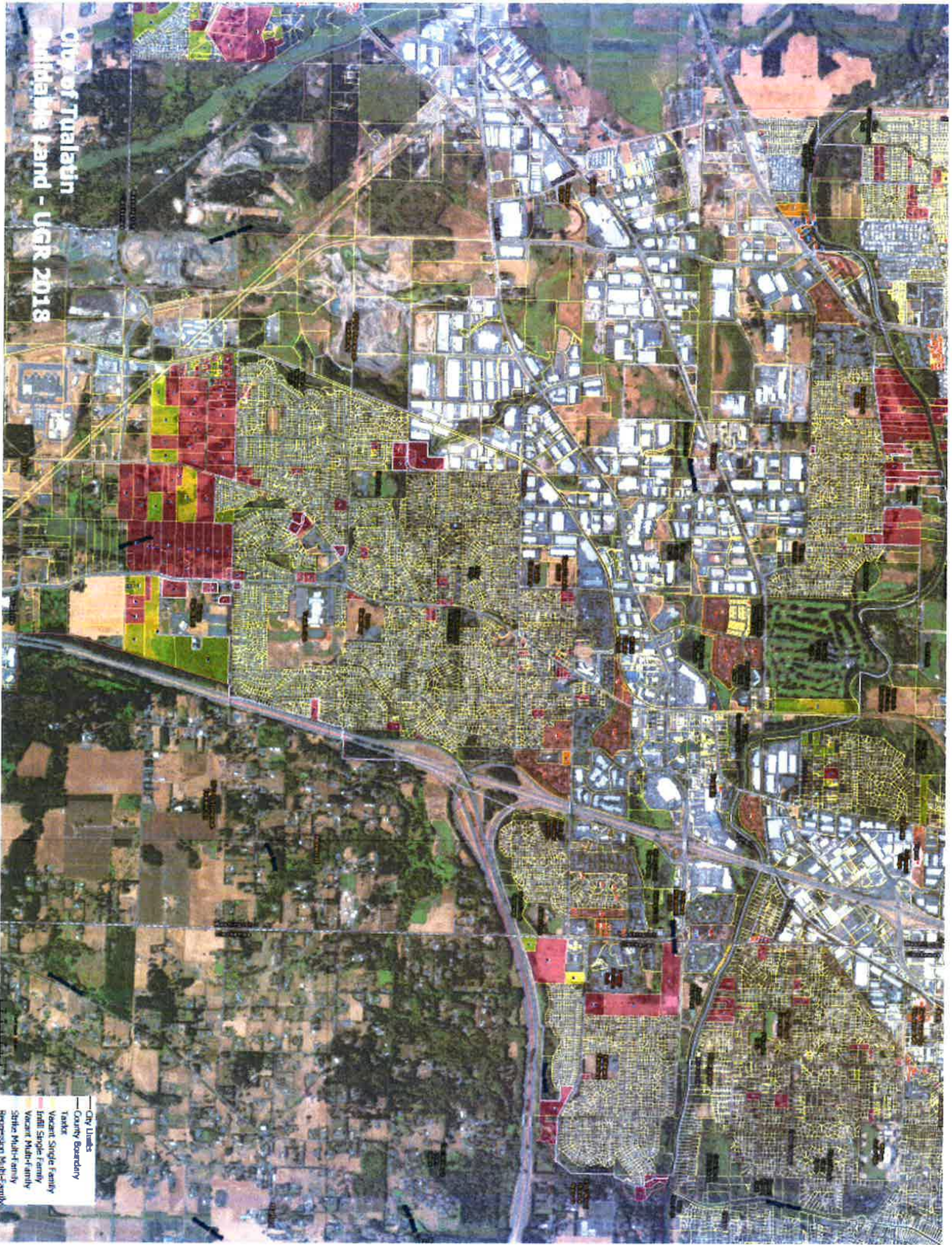
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City of Tualatin
Buildable Land - UGR 2018

- City Limits
- County Boundary
- Taxic
- Vacant Single Family
- Single Multi-Family
- Vacant Multi-Family
- Single Multi-Family
- Redevelopment Multi-Family



City Limits

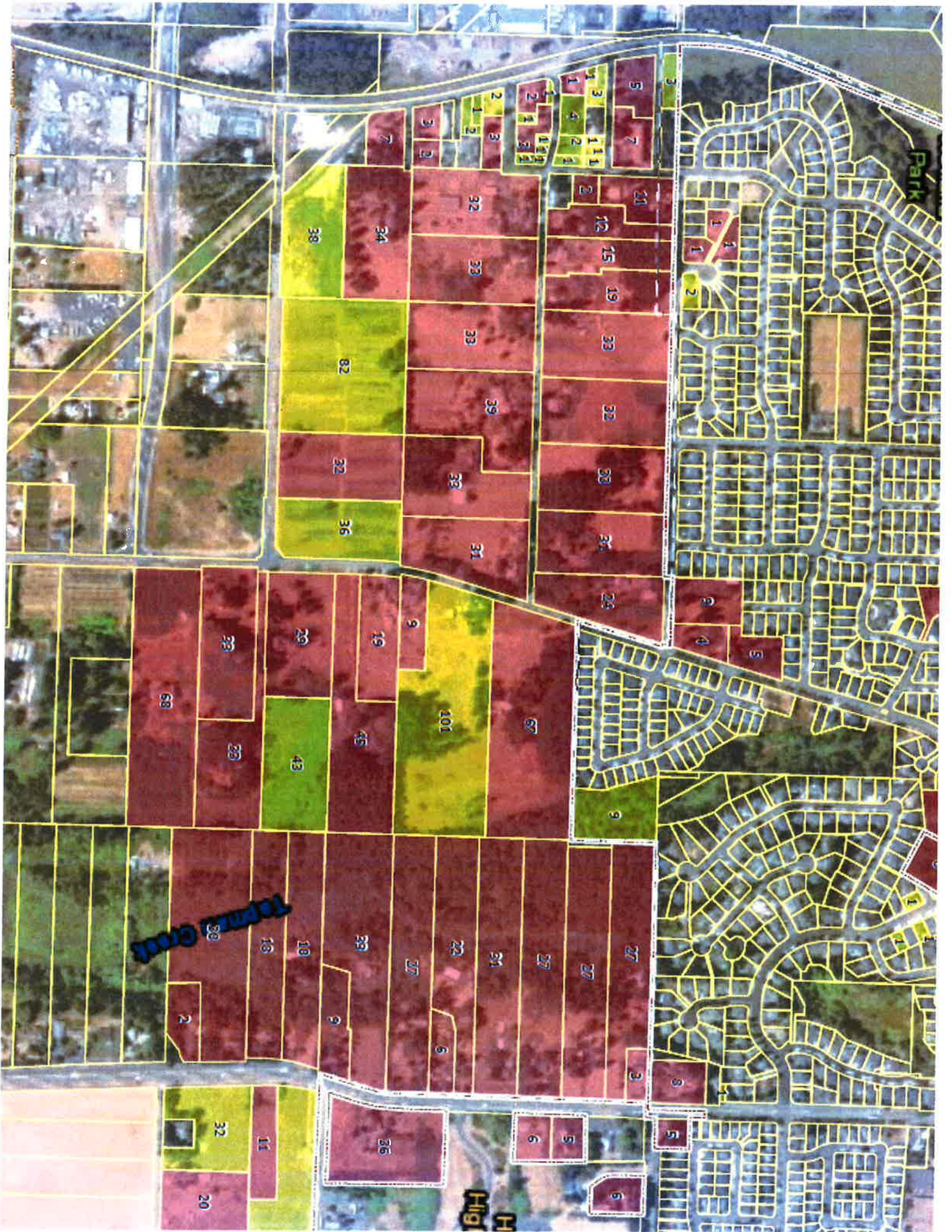
County Boundary

Taxlot

Vacant Single Family

Infill Single Family

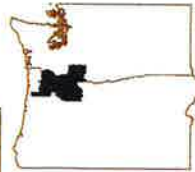
Vacant Multi-Family



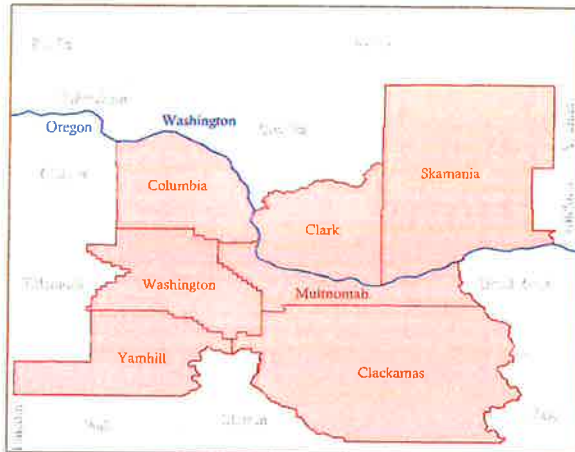


Portland-Vancouver-Hillsboro, Oregon-Washington

U.S. Department of Housing and Urban Development | Office of Policy Development and Research | As of May 1, 2016



Housing Market Area



The Portland-Vancouver-Hillsboro Housing Market Area (hereafter, the Portland HMA) consists of seven counties located at the confluence of the Columbia and Willamette Rivers in northwestern Oregon and southwestern Washington. The HMA is coterminous with the Portland-Vancouver-Hillsboro, OR-WA Metropolitan Statistical Area. For purposes of this analysis, the HMA is divided into three submarkets: (1) the Portland submarket, consisting of Clackamas, Columbia, and Multnomah Counties in Oregon; (2) the Beaverton-Hillsboro submarket, consisting of Washington and Yamhill Counties in Oregon; and (3) the Vancouver submarket, which consists of Clark and Skamania Counties in Washington.

Summary

Economy

After losing jobs from 2008 through 2010, nonfarm payrolls in the Portland HMA have expanded every year since 2011 as a result of strong economic conditions. During the 12 months ending April 2016, nonfarm payrolls in the HMA increased by 35,200 jobs, or 3.2 percent, to 1.12 million jobs compared with a gain of 32,400 jobs, or 3.1 percent, during the 12 months ending April 2015. During the same time, the unemployment rate declined from 5.8 to 5.0 percent. Nonfarm

payrolls are projected to increase at an average annual rate of 2.7 percent during the 3-year forecast period.

Sales Market

The current sales housing market in the HMA is tight, with an estimated vacancy rate of 1.0 percent, down from 2.2 percent in April 2010 (Table DP-1 at the end of this report). New and existing home sales totaled 52,900 during the 12 months ending March 2016, up 19 percent from a year earlier (CoreLogic, Inc., with adjustments by the analyst). As of April 2016, a 1.4-month supply of homes was available for sale, down from a 1.8- and 2.8-month supply in April 2015 and 2014, respectively, in the HMA (RMLS™). During the next 3 years, demand is expected for 27,225

new single-family homes (Table 1). The 2,810 homes under construction and some of the 20,700 other vacant units that may return to the market will satisfy a portion of the demand.

Rental Market

Rental housing market conditions in the HMA are tight, with an estimated vacancy rate of 2.9 percent compared with 5.9 percent in April 2010 (Table DP-1). The apartment vacancy rate was 3.0 percent during the first quarter of 2016, up from 2.5 percent a year ago; however, the average rent increased 13 percent to \$1,185 (MPF Research). During the 3-year forecast period, demand is expected for 18,925 market-rate rental units. The 6,995 units under construction will meet a portion of that demand (Table 1).

Market Details

Economic Conditions	2
Population and Households	6
Housing Market Trends	9
Data Profiles	22

Table 1. Housing Demand in the Portland HMA* During the Forecast Period

	Portland HMA*		Portland Submarket		Beaverton-Hillsboro Submarket		Vancouver Submarket	
	Sales Units	Rental Units	Sales Units	Rental Units	Sales Units	Rental Units	Sales Units	Rental Units
Total demand	27,225	18,925	12,750	10,650	7,675	5,325	6,800	2,950
Under construction	2,810	6,995	1,050	4,900	820	970	940	1,125

*Portland-Vancouver-Hillsboro HMA.

Notes: Total demand represents estimated production necessary to achieve a balanced market at the end of the forecast period. Units under construction as of May 1, 2016. A portion of the estimated 20,700 other vacant units in the HMA will likely satisfy some of the forecast demand. The forecast period is May 1, 2016, to May 1, 2019.

Source: Estimates by analyst

Economic Conditions

Economic conditions in the Portland HMA are strong, with the rate of job growth having outpaced growth in the nation since 2011. Nonfarm payroll growth in the HMA averaged 2.6 percent a year from 2011 through 2015, far exceeding the national average of 1.7 percent. During the 12 months ending April 2016, job growth accelerated, increasing by an average of 35,200 jobs, or 3.2 percent, to 1.12 million

jobs compared with job gains during the 12 months ending April 2015 (Table 2). Job gains occurred in every nonfarm payroll sector during the past 12 months. The unemployment rate averaged 5.0 percent during the 12 months ending April 2016, down from 5.8 percent a year earlier, because growth in employment far outpaced growth in the labor force (Figure 1). Top employers in the HMA include Intel Corporation, Providence Health Systems, and Oregon Health & Science University, with 17,500, 15,239, and 14,616 employees, respectively (Table 3).

Table 2. 12-Month Average Nonfarm Payroll Jobs in the Portland HMA,* by Sector

	12 Months Ending		Absolute Change	Percent Change
	April 2015	April 2016		
Total nonfarm payroll jobs	1,087,700	1,122,900	35,200	3.2
Goods-producing sectors	176,100	180,100	4,000	2.3
Mining, logging, & construction	56,600	57,700	1,100	1.9
Manufacturing	119,500	122,400	2,900	2.4
Service-providing sectors	911,600	942,800	31,200	3.4
Wholesale & retail trade	167,300	171,200	3,900	2.3
Transportation & utilities	36,100	37,300	1,200	3.3
Information	23,700	25,100	1,400	5.9
Financial activities	64,800	67,200	2,400	3.7
Professional & business services	166,500	172,900	6,400	3.8
Education & health services	157,500	163,500	6,000	3.8
Leisure & hospitality	109,500	114,700	5,200	4.7
Other services	38,500	39,800	1,300	3.4
Government	147,800	151,100	3,300	2.2

*Portland-Vancouver-Hillsboro HMA.

Notes: Numbers may not add to totals because of rounding. Based on 12-month averages through April 2015 and April 2016.

Source: U.S. Bureau of Labor Statistics

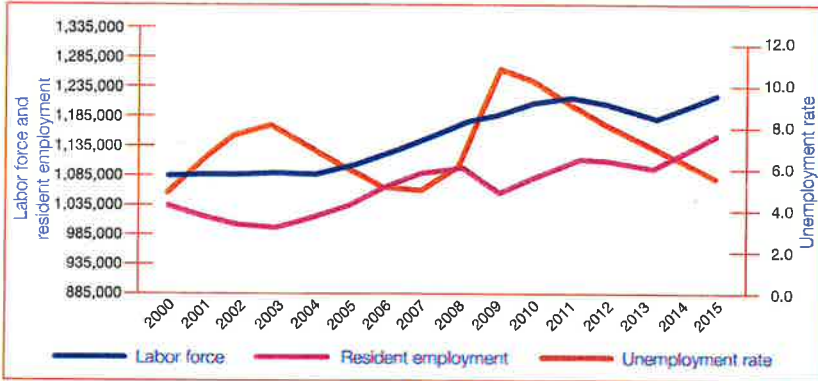
The economy of the HMA experienced two separate periods of substantial job losses during the 2000s—from 2001 through 2003, when the dot.com bubble burst, and from 2009 through 2010, when the economy experienced the nationwide economic recession and housing market collapse. The HMA is a regional center for the high-technology (hereafter, high-tech) industry, earning the region the nickname “Silicon Forest.” During the 1990s, the HMA experienced particularly strong economic

growth because the high-tech industry was expanding rapidly (referred to as the dot.com bubble); however, when the dot.com bubble burst, it disproportionately impacted firms in the high-tech industry, causing a more

severe downturn in the HMA compared with the economic downturn in the nation. From 2001 through 2003, payrolls in the HMA declined by an average of 13,300 jobs, or 1.4 percent, annually; nationwide, payrolls fell an average of 0.4 percent a year. Economic growth returned from 2004 through 2007, with payroll gains averaging 25,500 jobs, or 2.6 percent, annually compared with the national rate, which averaged 1.4 percent a year. The national recession and housing market collapse subsequently caused economic conditions in the HMA to weaken. After reaching a plateau of 1.04 million jobs in 2007 and 2008, nonfarm payrolls fell by 60,000 jobs, or 5.8 percent, in 2009 and the unemployment rate spiked to 10.9 percent; national payrolls fell 4.3 percent. The weak economy caused a sharp reduction in planned spending, both from households and businesses, causing job losses in nearly every sector of the economy. Payrolls continued to decline in 2010, but at a much slower rate, down 4,200 jobs, or 0.4 percent, to 979,200 jobs.

The professional and business services sector, the largest in the HMA economy, represents slightly more than 15 percent of total nonfarm payrolls (Figure 2). During the 12 months ending April 2016, the sector added more jobs than any sector, increasing by 6,400 jobs, or 3.8 percent, to 172,900 jobs, compared with an increase of 7,800 jobs, or 4.9 percent, during the previous 12 months. Growth in this sector has been boosted by hiring in the high-tech industry, including computer systems design and scientific, professional, and technical services, and also by increased administrative hiring with the presence of corporate headquarters such as adidas North America,

Figure 1. Trends in Labor Force, Resident Employment, and Unemployment Rate in the Portland HMA,* 2000 Through 2015



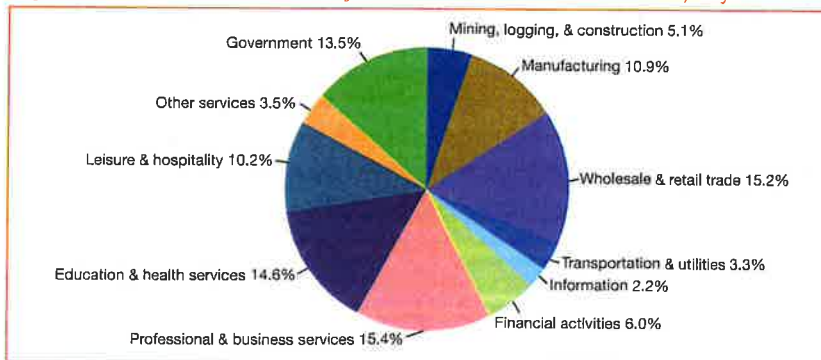
*Portland-Vancouver-Hillsboro HMA.
Source: U.S. Bureau of Labor Statistics

Table 3. Major Employers in the Portland HMA*

Name of Employer	Nonfarm Payroll Sector	Number of Employees
Intel Corporation	Manufacturing	17,500
Providence Health Systems	Education & health services	15,239
Oregon Health & Science University	Government	14,616
Kaiser Permanente	Education & health services	11,881
Legacy Health Systems	Education & health services	10,436
Fred Meyer Stores	Wholesale & retail trade	10,237
Nike, Inc.	Professional & business services	8,000
Wells Fargo & Co.	Financial activities	4,617
Portland State University	Government	4,153
U.S. Bank	Financial activities	4,000

*Portland-Vancouver-Hillsboro HMA.
Note: Excludes local school districts.
Sources: Moody's Economy.com; Portland Business Journal: Book of Lists 2015

Figure 2. Current Nonfarm Payroll Jobs in the Portland HMA,* by Sector



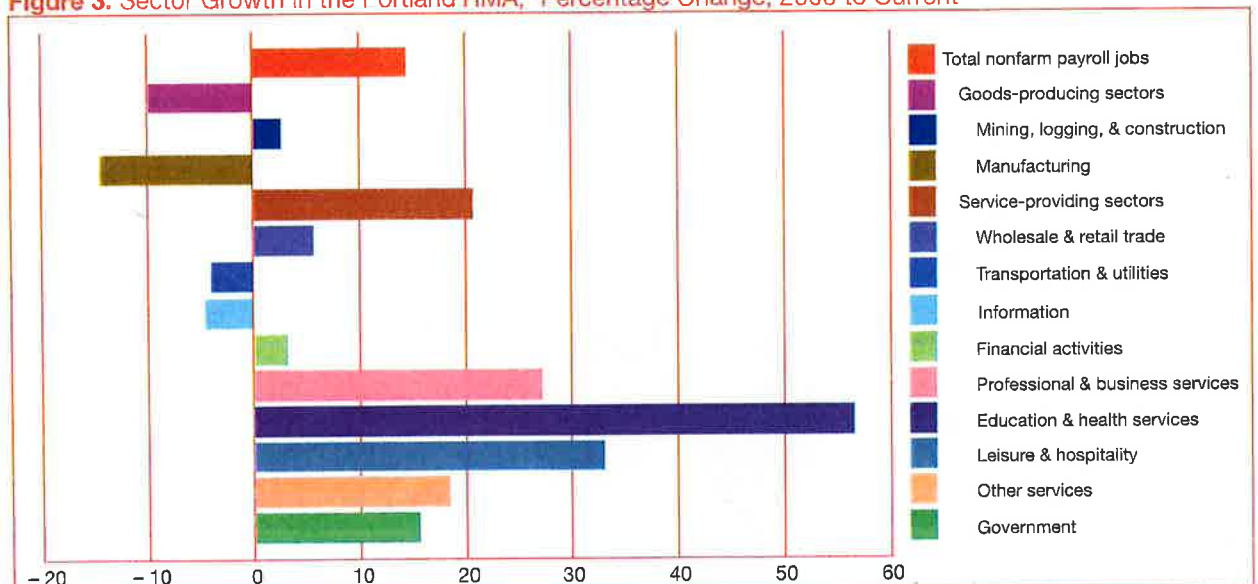
*Portland-Vancouver-Hillsboro HMA.
Note: Based on 12-month averages through April 2016.
Source: U.S. Bureau of Labor Statistics

Columbia Sportswear Company, Daimler Trucks North America, Intel Corporation, and NIKE, Inc. Growth trends in this sector mirrored overall economic conditions in the HMA, with strong growth during the buildup of the dot.com bubble, followed by a sharp drop as it burst. The sector rebounded quickly, partially because business openings and expansions required increased administrative hiring, but also because of increased demand for computer systems design and information technology improvements. The onset of the nationwide economic recession caused a 1-year decline in sector payrolls, which fell by 11,600 jobs, or 8.0 percent, in 2009. Job growth in the professional and business services sector recovered faster than any sector in the HMA, and, from 2011 through 2014, payrolls increased by an average of 7,000 jobs, or 4.8 percent, annually. In April 2016, NIKE, Inc., announced a \$380 million expansion of its corporate headquarters campus in the Beaverton-Hillsboro submarket. With a target completion

date of 2018, the expansion will add approximately 3.2 million square feet of office, mixed-use, and parking facilities to the campus, with the potential to create thousands of jobs during the 3-year forecast period.

The manufacturing sector continues to play a significant role in the economy of the HMA, despite a decline in employment of 15.0 percent since 2000 (Figure 3). During the 12 months ending April 2016, manufacturing payrolls increased by 2,900 jobs, or 2.4 percent, to 122,400 jobs, compared with a gain of 3,200 jobs, or 2.5 percent, during the previous 12 months. Nearly 60 percent of the jobs in the manufacturing sector are in the computer and electronic product manufacturing or semiconductor and other electronic component manufacturing industries. Both these industries are considered part of the high-tech industry; consequently, the collapse of the dot.com bubble caused a major decline in manufacturing jobs. From 2001

Figure 3. Sector Growth in the Portland HMA,* Percentage Change, 2000 to Current



*Portland-Vancouver-Hillsboro HMA.

Note: Current is based on 12-month averages through April 2016.

Source: U.S. Bureau of Labor Statistics

through 2003, manufacturing sector payrolls declined by an average of 8,400 jobs, or 6.2 percent, annually, the largest payroll decline of any sector. Manufacturing payroll growth resumed from 2004 through 2006, during a period of economic expansion in the HMA, but the average growth of 2,800 jobs, or 2.3 percent, annually was not enough to compensate for all the job losses during the previous recession. The most recent economic recession caused payrolls to decline even further, losing an average of 4,900 jobs, or 4.1 percent, annually from 2007 through 2010. The manufacturing sector began to recover in 2011, when the high-tech industry began to expand; from 2011 through 2014, payrolls increased by an average of 2,800 jobs, or 2.5 percent, a year. This trend is expected to moderate during the forecast period because of planned layoffs at Intel Corporation, the largest employer in the HMA and in Oregon, which specializes in semiconductor manufacturing. In April 2016, the company announced plans to cut its global workforce by 11 percent, or 12,000 workers, beginning immediately. Already, nearly 800 employees have been laid off in Oregon, but that could climb to an estimated 2,150 jobs if the 11-percent cut is applied evenly across all locations. Reducing its workforce is not uncommon for Intel Corporation, however, and is not necessarily indicative of industry performance. It is likely that a large portion of these highly skilled workers will find employment at other high-tech firms that are expanding within the HMA.

During the past 5 years, the HMA has gained national attention for its lifestyle and culture, with numerous accolades, including being ranked number 1 in 2015 on the *Washington*

Post's list of "The 10 Best Food Cities in America." Recognition such as that has contributed to strong growth in the leisure and hospitality sector, which largely comprises jobs in the accommodations and food services industry. During the 12 months ending April 2016, sector payrolls increased by an average of 5,200 jobs, or 4.7 percent, to 114,700 jobs, compared with an increase of 3,900 jobs, or 3.7 percent, during the previous 12 months. Sector payrolls declined sharply in response to both economic downturns but have fully recovered, adding an average of 3,300 jobs, or increasing 3.3 percent, annually from 2011 through 2014. Part of this growth can be attributed to the HMA's growing beer industry. The number of brewing companies in the HMA increased from 83 in 2014 to 91 in 2015, and the industry had an economic impact of \$2.83 billion in Oregon in 2014 (Oregon Craft Beer). Job growth in the leisure and hospitality sector is expected to continue at a strong pace during the forecast period as the HMA continues to be nationally highlighted, boosting population growth and tourism and elevating the demand for accommodations and drinking and dining establishments.

The recent and future growth in the local high-tech industry is expected to positively affect employment in the manufacturing and the professional and business services sectors. Other sectors, such as the leisure and hospitality and the wholesale and retail trade sectors, are expected to indirectly benefit from growth in core industries. Nonfarm payrolls are expected to increase at an average annual rate of 2.7 percent, or by 29,950 jobs, annually during the 3-year forecast period.

Population and Households

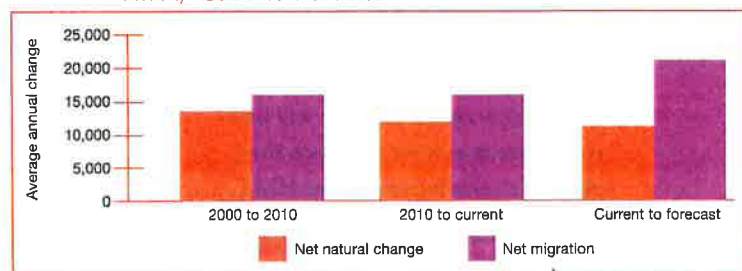
As of May 1, 2016, the population of the Portland HMA is estimated at 2.4 million, increasing at an average annual rate of 1.2 percent, or 27,800, since 2010, with net in-migration accounting for 15,800 people a year, or approximately 57 percent of the increase (Figure 4). Population growth averaged 1.5 percent a year from 2000 to 2004, despite the collapse of the dot-com bubble, with net in-migration accounting for 51 percent of the increase. Economic growth rebounded, and population growth accelerated moderately from 2004 to 2007, averaging 1.7 percent, or 35,050 people, annually; approximately 63 percent of the growth came from net in-migration. Population growth in the HMA slowed sharply in response to the nationwide economic recession that began in 2007, and, from 2007 to 2012, growth averaged 20,900 people, or 0.9 percent; net in-migration decreased, comprising 32 percent of the increase. Strengthening economic conditions boosted population growth to an average of 26,700 people, or 1.2 percent, from 2012 to 2013, because of increased net in-migration, which averaged 15,000 people and comprised 56 percent of the increase. Since 2013, population growth in the HMA has averaged 35,800 people, or

1.5 percent, annually, and strong labor market conditions helped boost net in-migration, which has accounted for nearly 69 percent of total population growth, or 24,800 people, annually. During the next 3 years, population growth is expected to slow slightly because of moderating economic growth, reaching an estimated 2.49 million people by May 1, 2019, reflecting an average annual increase of 32,000 people, or 1.3 percent, a year.

The Portland submarket is the most populous of the three submarkets in the HMA, with an estimated population of 1.24 million, followed by the Beaverton-Hillsboro submarket with an estimated population of 683,400, and the Vancouver submarket with approximately 472,200, increasing at average annual rates of 1.1, 1.4, and 1.3 percent, respectively, since 2010. Net in-migration in the HMA has averaged 15,800 people annually since 2010, with nearly 50 percent being in the Portland submarket, 28 percent in the Beaverton-Hillsboro submarket, and 22 percent in the Vancouver submarket. From 2000 to 2004, suburban growth was more prevalent, and net in-migration was strongest in the Vancouver submarket, which comprised 46 percent of total net in-migration during this period, and the Beaverton-Hillsboro submarket accounted for 22 percent.

Population growth in the HMA increased from 2004 to 2007 because of strong economic conditions that

Figure 4. Components of Population Change in the Portland HMA,* 2000 to Forecast



*Portland-Vancouver-Hillsboro HMA.

Notes: The current date is May 1, 2016. The forecast date is May 1, 2019.

Sources: 2000 and 2010–2000 Census and 2010 Census; current and forecast—estimates by analyst

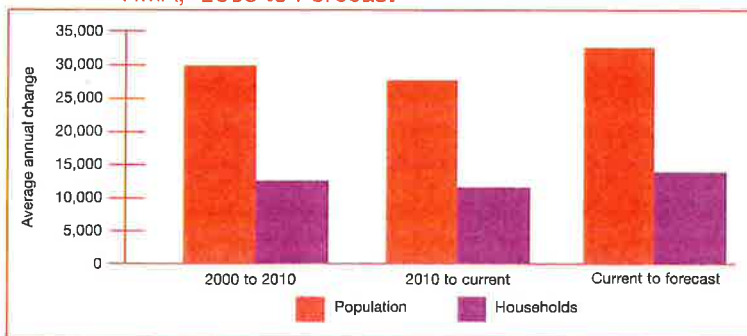
bolstered net in-migration, which averaged 22,150 people annually. During this period of economic expansion, household preferences shifted toward more urban areas that tend to be closer to job opportunities, and the share of net in-migration attributable to the Portland submarket increased from 32 to 43 percent. In the Beaverton-Hillsboro submarket, net in-migration increased, accounting for 30 percent of the total, largely a result of job growth in the high-tech industry, which is more concentrated in the submarket. Population growth slowed in the Vancouver submarket, and its share of net in-migration declined from 46 to 27 percent. The trend of moving into urban centers continued during the nationwide economic recession, although total population growth in the HMA slowed substantially and net in-migration declined to an average of 6,750 people annually from 2007 to 2012. The Portland submarket captured 52 percent of total net in-migration to the HMA during this time. The Beaverton-Hillsboro submarket accounted for 35 percent of all net in-migration, mainly because it has a stronger economic base than does the Vancouver submarket and it has easier access to the city of Portland, which is the economic center

for the HMA. The recession caused population growth in the Vancouver submarket to plummet and net in-migration fell to 13 percent of the HMA total from 2007 to 2012. Since 2013, improving economic conditions in the HMA have led to increased net in-migration, averaging 24,800 people annually, with the Portland, Beaverton-Hillsboro, and Vancouver submarkets comprising 47, 28, and 25 percent of the HMA total, respectively.

During the next 3 years, population growth is expected to accelerate slightly compared with the 2010-to-current period in the Portland submarket, increasing by an average of 15,350 people, or 1.2 percent, annually, reaching 1.29 million people by May 1, 2019. The population of the Vancouver submarket is also anticipated to grow at a faster rate than the 2010-to-current period, increasing by an average of 7,000, or 1.5 percent, annually, to 493,200, by May 1, 2019, largely because job growth in the submarket has been strong since 2013 and the cost of living continues to be relatively less than in the other two submarkets. Population growth in the Beaverton-Hillsboro submarket is anticipated to continue at the same rate, gaining 9,975 people, or 1.4 percent, a year, reaching 713,300 people by the end of the 3-year forecast period.

An estimated 936,700 households currently reside in the HMA, with 504,500, 254,800, and 177,350 being in the Portland, Beaverton-Hillsboro, and Vancouver submarkets, respectively. From 2010 to the current date, the number of households in the HMA increased by an average of 11,350, or 1.3 percent, annually compared with an average annual increase of 12,250 households, or 1.5 percent, from 2000 to 2010 (Figure 5). From 2000 to 2010,

Figure 5. Population and Household Growth in the Portland HMA,* 2000 to Forecast

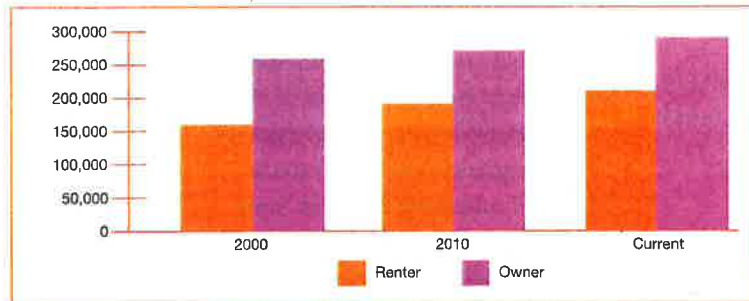


*Portland-Vancouver-Hillsboro HMA.

Notes: The current date is May 1, 2016. The forecast date is May 1, 2019.
Sources: 2000 and 2010–2000 Census and 2010 Census; current and forecast—estimates by analyst

Population and Households *Continued*

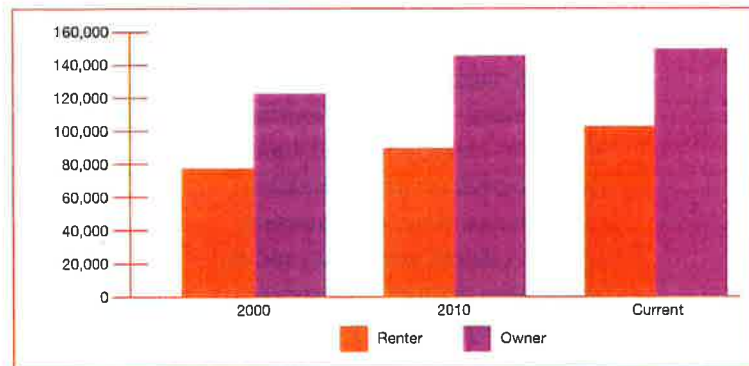
Figure 6. Number of Households by Tenure in the Portland Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010–2000 Census and 2010 Census; current—estimates by analyst

Figure 7. Number of Households by Tenure in the Beaverton-Hillsboro Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010–2000 Census and 2010 Census; current—estimates by analyst

Figure 8. Number of Households by Tenure in the Vancouver Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010–2000 Census and 2010 Census; current—estimates by analyst

the rate of household growth was highest in the Vancouver submarket, at 3,175 households, or 2.2 percent, followed by the Beaverton-Hillsboro submarket, at 3,775 households, or 1.8 percent, and the Portland submarket at 5,275 households, or 1.2 percent. Household growth slowed from 2010 to the current date in the Beaverton-Hillsboro and Vancouver submarkets because of the prolonged effects from the national recession and the shift toward urban living, with average annual increases of 3,150 households, or 1.3 percent, and 2,425 households, or 1.4 percent, respectively. The household growth rate in the Portland submarket remained unchanged, increasing by an average of 5,750 households, or 1.2 percent. During the 3-year forecast period, the number of households in the HMA is estimated to increase to 978,200, reflecting an average annual increase of 13,850 households, or 1.5 percent. The household growth rate is anticipated to increase in each submarket, reaching 525,400, 266,500, and 186,200 households in the Portland, Beaverton-Hillsboro, and Vancouver submarkets, respectively. Figures 6, 7, and 8 illustrate the number of households by tenure in each submarket from 2000 to the current date.

Housing Market Trends

Sales Market—Portland Submarket

Current sales housing market conditions in the Portland submarket are tight, with an estimated vacancy rate of 1.0 percent, down from 2.4 percent in April 2010 (Table DP-2 at the end of this report). The decline reflects increased demand because household finances and access to credit continue to improve, and much of the excess inventory that resulted from the foreclosure crisis has been absorbed.

During the 12 months ending March 2016, 24,300 existing single-family homes, townhomes, and condominiums (hereafter, existing homes) sold in the submarket, up 17 percent from a year ago (CoreLogic, Inc., with adjustments by the analyst). By comparison, existing home sales totaled 20,700 during the 12 months ending March 2015, representing a 9-percent increase from a year earlier. Existing home sales peaked from 2003 through 2005 during a period of strong economic expansion following the collapse of the dot.com bubble, averaging 28,650 sales annually. The nationwide recession and housing market collapse subsequently caused existing sales to decline at an average annual rate of 19 percent, or 4,525 homes sold, a year from 2006 through 2009, to a low of 13,750 homes sold. Existing sales increased modestly in 2010 when job losses moderated and again in 2011 when job growth gradually returned. As the economic recovery accelerated and access to credit improved, existing home sales increased, averaging 18,150 homes sold annually from 2012 through 2014. The average sales price of an existing home increased 9 percent, to \$356,000, during the 12 months ending March 2016 compared with the previous 12 months when the average

sales price increased 5 percent, to \$325,000. The current average sales price is approximately 9 percent higher than the previous peak of \$326,400 in 2007. The national recession caused a significant amount of strain on household finances and tighter mortgage lending standards. Combined, these two factors caused a sharp reduction in the number of potential homebuyers, and demand and prices fell quickly. From 2008 through 2011, the average sales price declined at an average annual rate of 6 percent, to a low of \$254,500. The average sales price began increasing in 2012 in response to increased demand as the economy improved, and, from 2012 through 2014, the average sales price increased at an average annual rate of 8 percent.

Seriously delinquent (90 or more days delinquent or in foreclosure) loans and real estate owned (REO) properties have become a less significant part of the sales market in the submarket than they were during the worst of the housing crisis from 2009 through 2012. During March 2016, 2.2 percent of mortgages were seriously delinquent or had transitioned into REO status, down from 3.1 percent in March 2015, but still above the average rate of 1.2 percent from 2000 through 2007 (CoreLogic, Inc.). By comparison, the delinquency rate averaged 5.4 percent from 2009 through 2012. During the 12 months ending March 2016, REO sales totaled 1,175, comprising 5 percent of all existing sales. By comparison, REO sales accounted for 21 percent of total existing sales from 2009 through 2012 and only 3 percent from 2000 through 2007. The average sales price of an REO home was \$225,000 during the

12 months ending March 2016, approximately 38 percent less than the sales price of a regular resale home.

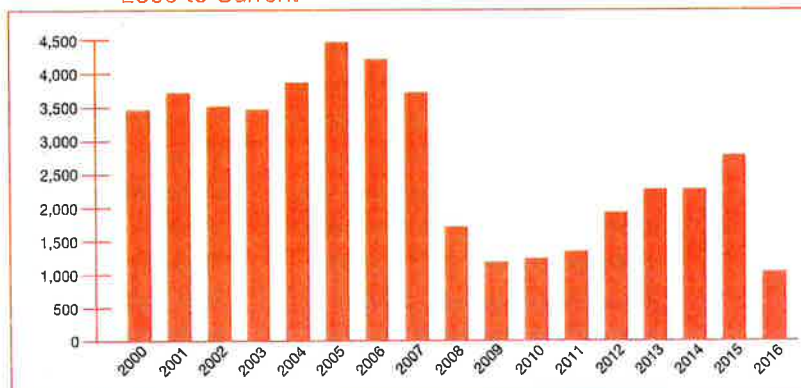
Approximately 2,175 new single-family homes, townhomes, and condominiums (hereafter, new homes) sold during the 12 months ending March 2016, up 18 percent from the 1,850 new homes sold during the previous 12 months (CoreLogic, Inc., with adjustments by the analyst). New home sales averaged 4,075 homes sold annually from 2001 through 2006, before declining at an average annual rate of 25 percent from 2007 through 2011 to a low of 1,275 new homes sold, a direct result of the nationwide recession and housing market crisis. As the economic recovery strengthened, the demand for new homes returned; sales increased an average of 25 percent a year from 2012 through 2014, averaging 1,600 homes sold annually. During the 12 months ending March 2016, the average sales price of a new home increased 5 percent from a year ago, to \$401,200, surpassing the previous peak of \$361,500 in 2008 by more than 11 percent. Sales prices increased at an average annual rate of 9 percent from 2003 through 2008 and, as a result of the national

recession, subsequently declined by an average of 10 percent a year in 2009 and 2010, to a low of \$295,100. Strong economic conditions from 2011 through 2014 led to an increase in the demand for new homes, and the average sales price increased at an average annual rate of 6 percent during this time.

New home construction, as measured by the number of single-family homes permitted, was relatively stable from 2000 through 2004, despite the economic impact of the dot.com bubble collapse; an average of 3,600 new homes were permitted annually (Figure 9). The buildup during the growth of the housing market bubble was fairly mild in the submarket, with new home construction increasing to an average of 4,150 homes permitted a year in 2005 and 2006; the limited amount of developable land in the submarket helped to constrain the amount of new home construction during this time. Conversely, the nationwide recession and housing crisis had a severe impact on new home construction in the submarket, causing permitting activity to decline an average of 35 percent annually from 2007 through 2009, to a low of 1,150 homes in 2009. New home construction stabilized in 2010 and increased gradually from 2011 through 2014, averaging 1,925 single-family homes permitted annually. During the 12 months ending April 2016, 2,725 single-family homes were permitted, up 11 percent from the 2,450 homes permitted during the 12 months ending March 2015 (preliminary data).

Nearly all new home construction in the Portland submarket is in smaller subdivisions with fewer than 50 homes, because available land is becoming harder to acquire. As

Figure 9. Single-Family Homes Permitted in the Portland Submarket, 2000 to Current



Notes: Includes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analyst

the average sales prices continues to climb, the most common target market for new single-family homes is second- and third-time homebuyers looking to upgrade into a larger home, rather than the first-time homebuyer demographic that was most prevalent during the early stage of the housing market recovery (local developers). Numerous communities are under construction throughout the submarket, mainly concentrated in suburban cities that surround the city of Portland, and prices range considerably. New homes are typically priced higher in the city of

Portland; for example, home prices in the new subdivision of Cedar Mills in northwest Portland start in the mid-\$600,000s, whereas new homes in Legend at Villebois in Wilsonville in the southeastern part of the submarket start in the high \$200,000s. In the city of Happy Valley in the eastern portion of the submarket, two communities have new homes for sale, both with starting prices in the high \$300,000-to-mid-\$400,000 range.

During the 3-year forecast period, demand is expected for 12,750 new homes in the Portland submarket (Table 1). The 1,050 homes currently under construction and a portion of the 13,000 other vacant units that may return to the market will satisfy some of the forecast demand. Table 4 illustrates the estimated demand for new sales housing in the submarket by price range. Demand is expected to increase modestly during each year of the forecast period as economic conditions remain strong and as household finances and access to credit improve.

Table 4. Estimated Demand for New Market-Rate Sales Housing in the Portland Submarket During the Forecast Period

Price Range (\$)		Units of Demand	Percent of Total
From	To		
200,000	299,999	1,525	12.0
300,000	399,999	3,175	25.0
400,000	499,999	3,175	25.0
500,000	599,999	2,550	20.0
600,000	699,999	1,275	10.0
700,000	and higher	1,025	8.0

Notes: The 1,050 homes currently under construction and a portion of the estimated 13,000 other vacant units in the submarket will likely satisfy some of the forecast demand. The forecast period is May 1, 2016, to May 1, 2019.

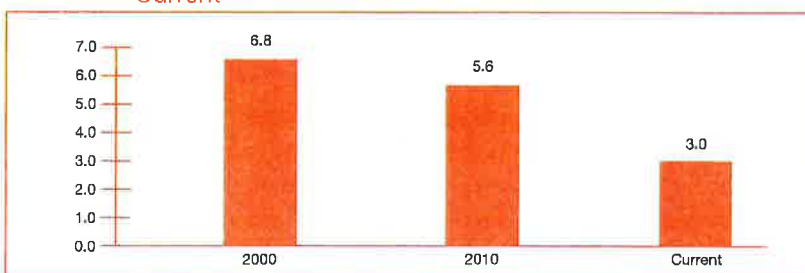
Source: Estimates by analyst

Rental Market—Portland Submarket

The current rental housing market in the Portland submarket is tight, with an overall estimated vacancy rate of 3.0 percent, down from 5.6 percent

in April 2010 (Figure 10). Along with increasingly high sales prices, strong economic growth and net in-migration in the submarket since 2010 have contributed to increased demand for rental housing. The apartment market is also tight, despite the addition of an estimated 3,200 units since the first quarter of 2015 (MPF Research). By comparison, approximately 1,125 units were added to the inventory during the first two quarters of 2014, and only 510 units during the first two quarters of 2015. Within the seven MPF-defined areas (hereafter areas) in the Portland

Figure 10. Rental Vacancy Rates in the Portland Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010—2000 Census and 2010 Census; current—estimates by analyst

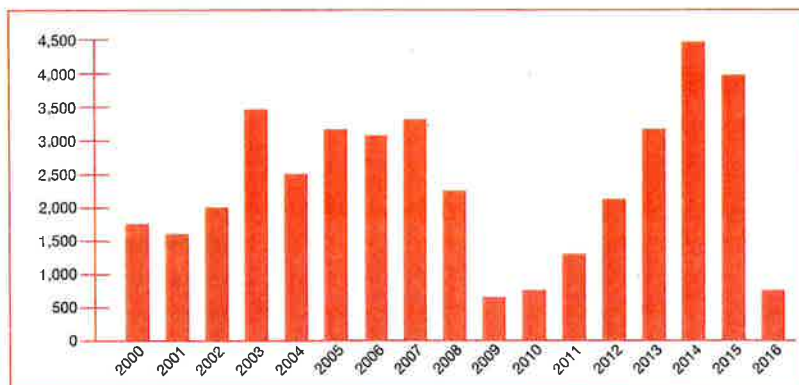
submarket, the apartment vacancy rates range from a high of 4.4 percent in the Central Portland area, up from 3.0 percent a year ago, to a low of 1.9 percent in the Gresham area, up from 1.4 percent a year ago. The increase in the vacancy rate in the Central Portland area is mainly because it is the location of more than one-third of the recently completed units in the submarket. Multifamily construction has been relatively limited in the Gresham area, contributing to the very low vacancy rate. Of the 3,200 units completed in the submarket during the past year, approximately 42 percent, or 1,325 units, were in the East Portland area, which reported a vacancy rate of 3.8 percent during the first quarter of 2016, up from 2.0 percent a year ago. Since 2010, the only area to have a vacancy rate above 5.0 percent was Central Portland during the first quarter of 2011.

Rent growth occurred in each MPF-defined area from the first quarter of 2015 to the first quarter of 2016. Except for the Central Portland area, which reported rent growth of 9 percent, all other areas in the submarket reported increases of more than 10 percent, with the largest increase in the Gresham area, at 17 percent.

The highest average asking rent was \$1,506 in the Central Portland area. Average asking rents by unit type were \$1,066 for a studio unit, \$1,406 for a one-bedroom unit, \$1,961 for a two-bedroom unit, and \$2,341 for a three-bedroom unit. The lowest average asking rent was \$1,037 in the Gresham area, where asking rents by unit type were \$867 for a studio unit, \$878 for a one-bedroom unit, \$1,067 for a two-bedroom unit, and \$1,296 for a three-bedroom unit. Average rent growth was more moderate in the submarket from 2011 through 2014, with no area reporting average annual rent growth above 10 percent. Properties offering concessions were more common in 2011 and 2012, when market conditions were not as tight; as of the first quarter of 2016, the Southwest Portland area was offering the most in concessions, at slightly more than 2 percent.

Because of job losses and reduced rental demand in the Portland submarket, multifamily construction, as measured by the number of multifamily units permitted, slowed to an average of 710 units a year in 2009 and 2010 compared with an average of 3,100 units permitted annually from 2003 through 2007, when economic growth was strong (Figure 11). Multifamily permitting began to increase after 2010 in response to increased rental demand, partially because the foreclosure crisis caused households to shift toward renting, but also because of rapidly increasing net in-migration. From 2011 through 2015, multifamily permitting increased at an average annual rate of 39 percent, averaging 3,000 units permitted each year. During the 12 months ending April 2016, approximately 4,775 multifamily units were permitted, up 25 percent

Figure 11. Multifamily Units Permitted in the Portland Submarket, 2000 to Current



Notes: Excludes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analyst

from the 3,825 units permitted during the previous 12 months (preliminary data). Since 2010, condominium construction has comprised less than 8 percent of total multifamily construction compared with the peak period of 2000 through 2007, when approximately 37 percent of multifamily construction was intended for condominiums. Currently under construction is the 28-story condominium tower Cosmopolitan On the Park, which will feature 150 units in downtown Portland's most popular neighborhood, the Pearl District. The development is expected to be complete in August 2016, with sales prices ranging from the low \$400,000s for a one-bedroom/one-bathroom unit to \$3.8 million for the largest penthouse suites.

Within the submarket, apartment development is most popular in areas close to the downtown Portland core, including the Central Portland and the East Portland areas. Examples of developments currently under construction include the three-tower, 657-unit Hassalo on Eighth in the East Portland area and the 267-unit Modera Pearl apartments, in the Central Portland area. The first tower of Hassalo on Eighth opened in the summer of 2015, and the other two

are preleasing, with expected completion dates in late 2016 and early 2017; asking rents range from \$990 to \$1,809 for studio units, \$1,680 to \$3,225 for one-bedroom units, \$2,380 to \$3,850 for two-bedroom units, and \$3,043 to \$3,722 for three-bedroom units. Unit rents for Modera Pearl apartments are not available yet, because it will not be finished until late 2017. At the 244-unit Waterline Apartments, which was recently completed in the Central Portland area, asking rents are \$1,469 for studio units and range from \$1,560 to \$1,883 for one-bedroom units and from \$1,945 to \$2,422 for two-bedroom units.

During the 3-year forecast period, demand is expected for 10,650 new market-rate rental units in the Portland submarket (Table 1). The 4,900 units estimated to be under construction will satisfy part of the forecast demand. Demand is expected to be strongest in the first year of the forecast period and moderate in the second and third years as the new inventory is absorbed and market conditions become more balanced. Table 5 shows the estimated demand by rent level and number of bedrooms for new market-rate rental housing in the submarket during the forecast period.

Table 5. Estimated Demand for New Market-Rate Rental Housing in the Portland Submarket During the Forecast Period

Zero Bedrooms		One Bedroom		Two Bedrooms		Three or More Bedrooms	
Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand
1,000 to 1,199	470	1,100 to 1,299	1,275	1,300 to 1,499	1,675	1,500 to 1,699	230
1,200 to 1,399	530	1,300 to 1,499	1,700	1,500 to 1,699	2,150	1,700 to 1,899	85
1,400 or more	180	1,500 or more	1,275	1,700 or more	960	1,900 to 2,099	65
						2,100 or more	45
Total	1,175	Total	4,275	Total	4,800	Total	430

Notes: Numbers may not add to totals because of rounding. Monthly rent does not include utilities or concessions. The 4,900 units currently under construction will likely satisfy some of the estimated demand. The forecast period is May 1, 2016, to May 1, 2019. Source: Estimates by analysts

Sales Market—Beaverton-Hillsboro Submarket

The current sales housing market in the Beaverton-Hillsboro submarket is tight as the demand for homes increases and prices continue to appreciate, a trend that has been sustained since 2012. The current estimated sales vacancy rate is 1.0 percent, down from 2.1 percent in April 2010 (Table DP-3 at the end of this report). During the 12 months ending March 2016, 12,650 existing homes sold in the submarket, up 29 percent from a year ago (CoreLogic, Inc., with adjustments by the analyst). By comparison, existing home sales totaled 10,100 homes sold during the 12 months ending March 2015, up 13 percent from a year earlier. The high-tech industry recovered from the dot.com bubble collapse, and the submarket experienced strong job growth from 2004 through 2005, which resulted in strong household growth. An average of 14,750 homes sold annually from 2004 through 2005. Although existing home sales remained elevated in 2006, it marked the first year of declining sales; from 2006 through 2009, existing home sales fell by an average of 28 percent annually, to a low of 6,000 homes sold. Existing home sales increased modestly in 2010, boosted by the first-time homebuyers tax credit program, but fell again in 2011 when the program expired. The economic recovery accelerated from 2012 through 2014, causing household finances to improve and banks to ease their lending standards, which resulted in increased demand for homes; an average of 9,400 homes sold annually.

The average sales price of an existing home increased 8 percent, to \$318,300, during the 12 months

ending March 2016, exceeding the previous peak of \$309,600 in 2007 by nearly 3 percent. By comparison, the average sales price increased 3 percent, to \$295,100, during the 12 months ending March 2015. The national recession caused the demand for homes to drop substantially, which put downward pressure on sales prices. From 2008 through 2011, the average sales price declined at an average annual rate of 6 percent to a low of \$241,400. Housing market conditions started to improve as the economic recovery accelerated, and, from 2012 through 2014, the average sales price increased 7 percent a year.

During 2005 and 2006, before the housing market downturn, the rate of home loans that were seriously delinquent or had transitioned into REO status in the submarket averaged 0.5 percent, and REO sales accounted for 1 percent of all existing home sales (CoreLogic, Inc.). The foreclosure crisis that resulted from the national recession had a damaging impact on the housing market, however, and the percentage of home loans that were seriously delinquent or in REO status averaged almost 5.0 percent from 2009 through 2011, and REO sales accounted for 23 percent of total existing home sales. By comparison, the delinquency rate averaged 0.9 percent from 2000 through 2007, during a period of strong housing market conditions, and REO sales accounted for only 2 percent of existing home sales. Housing market conditions have improved consistently since 2011 as a result of the strong economic recovery, and, as of March 2016, 1.9 percent of home loans in the submarket were seriously delinquent or in REO status, down from 2.8 percent in

Housing Market Trends

Sales Market—Beaverton-Hillsboro Submarket *Continued*

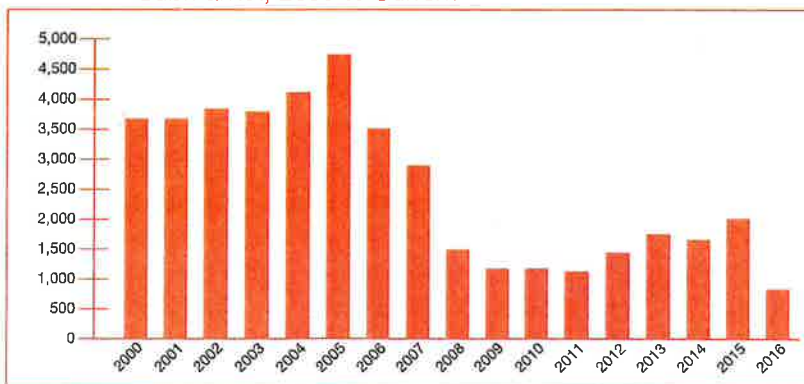
March 2015, and REO sales totaled 850, falling to 7 percent of all existing home sales. The average sales price of an REO home was \$226,500 during the 12 months ending March 2016, approximately 30 percent less than the sales price of a regular resale home.

The volume of new home sales in the submarket increased 14 percent, to 1,675 homes sold during the 12 months ending March 2016. By comparison, new home sales totaled 1,475 homes sold during the 12 months ending March 2015, up 3 percent from a year earlier. The economic expansion that occurred in the HMA from 2004 through 2007 especially benefited the submarket because of the relatively large number of rapidly expanding high-tech firms located in the submarket. New home sales peaked at an average of 4,125 homes sold annually in 2004 and 2005 and declined to an average of 3,300 homes sold a year in 2006 and 2007. Sales declined further as the housing market crisis worsened, averaging 1,335 homes sold a year from 2008 through 2010, before reaching a record low of 1,000 homes sold in 2011. The number of new home sales increased to an annual average of

1,375 homes sold from 2012 through 2014 because of strong economic growth. During the 12 months ending March 2016, the average sales price of a new home increased 4 percent from a year ago, to \$382,700, exceeding the previous peak of \$339,400 in 2008 by 13 percent. By comparison, the average sales price increased 16 percent during the 12 months ending March 2015 compared with prices during the previous 12 months. New home sales prices increased at an average annual rate of 9 percent from 2004 through 2008 and subsequently declined by an average of 5 percent a year from 2009 through 2012, to a low of \$277,200. Strong job growth and access to mortgage financing boosted the demand for new homes, causing prices to increase at an average annual rate of 13 percent from 2012 through 2014.

New home construction, as measured by the number of single-family homes permitted, has increased in the Beaverton-Hillsboro submarket since 2011 but remains below historical averages. During the 12 months ending April 2016, 2,250 single-family homes were permitted, a 36-percent increase from the 1,650 new homes permitted during the previous 12 months (preliminary data). New home construction was strong from 2000 through 2004, averaging 3,775 homes permitted annually despite the economic downturn that resulted from the collapse of the dot.com bubble, and permitting peaked in 2005, when 4,700 homes were permitted (Figure 12). Single-family home construction fell at an average annual rate of 30 percent from 2006 through 2009, to a low of 1,125 homes permitted, as a result of weakening housing market conditions and job losses brought on by the national recession.

Figure 12. Single-Family Homes Permitted in the Beaverton-Hillsboro Submarket, 2000 to Current



Notes: Includes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analyst

Housing Market Trends

Sales Market—Beaverton-Hillsboro Submarket *Continued*

From 2010 through 2014, an average of 1,400 new homes were permitted annually. New home construction in the submarket has generally concentrated in the cities of Beaverton and Hillsboro. The most common target

market for new single-family homes is second- and third-time homebuyers looking to upgrade into a larger home or new families earning high-tech industry wages that are typically much higher than the Area Median Income (local real estate agents).

Table 6. Estimated Demand for New Market-Rate Sales Housing in the Beaverton-Hillsboro Submarket During the Forecast Period

Price Range (\$)		Units of Demand	Percent of Total
From	To		
150,000	249,999	770	10.0
250,000	349,999	1,925	25.0
350,000	449,999	2,300	30.0
450,000	549,999	1,525	20.0
550,000	649,999	770	10.0
650,000	and higher	380	5.0

Notes: The 820 homes currently under construction and a portion of the estimated 3,800 other vacant units in the submarket will likely satisfy some of the forecast demand. The forecast period is May 1, 2016, to May 1, 2019.

Source: Estimates by analyst

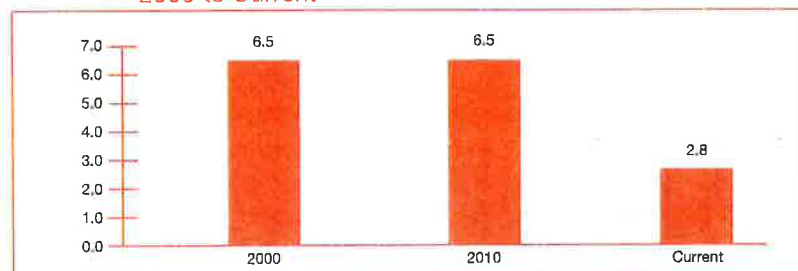
Demand is expected for 7,675 new homes in the Beaverton-Hillsboro submarket during the next 3 years (Table 1). The 820 homes currently under construction and a portion of the 3,800 other vacant units that may return to the market will satisfy some of the forecast demand. Table 6 illustrates the estimated demand for new sales housing in the submarket by price range. Demand is expected to be evenly distributed during each year of the forecast period.

Rental Market—Beaverton-Hillsboro Submarket

As a result of increased population growth since 2010, the rental housing market in the Beaverton-Hillsboro submarket remains tight, with an overall estimated vacancy rate of 2.8 percent compared with 6.5 percent in April 2010 (Figure 13). Despite a spike in multifamily rental construction since 2012, the apartment market has also remained tight. MPF Research defines three areas in the Beaverton-Hillsboro submarket: East

Beaverton, Aloha/West Beaverton, and Hillsboro. The apartment vacancy rate increased from 2.4 to 2.9 percent in the East Beaverton area and from 3.0 to 4.8 percent in the Hillsboro area, largely because household preferences have shifted toward the Aloha/West Beaverton area, which has experienced the largest gain in new inventory during the past 3 years and is closest to the Intel Corporation and NIKE, Inc. campuses. Of the 1,900 new units that have entered the market since the first quarter of 2014, 1,200 have been in the Aloha/West Beaverton area, but the vacancy rate has continued to decline and is estimated at 2.4 percent during the first quarter of 2016, down from 3.3 percent in the first quarter of 2015. Since 2010, the vacancy rates in all three areas have remained below 5.0 percent.

Figure 13. Rental Vacancy Rates in the Beaverton-Hillsboro Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010—2000 Census and 2010 Census; current—estimates by analyst

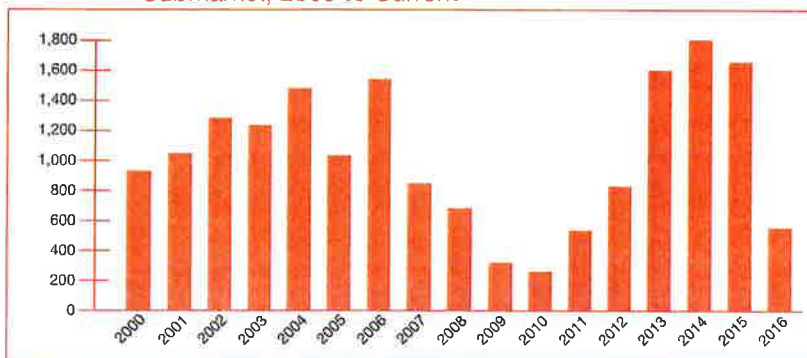
In percentage terms, the submarket has reported the strongest rent growth in the HMA from the first quarter of 2015 to the first quarter of 2016. The fastest rate of rent growth occurred in the East Beaverton area, at 19 percent, to an average of \$1,128; asking rents averaged \$848 for a studio unit, \$989 for a one-bedroom unit, \$1,182 for a two-bedroom unit, and \$1,411 for a three-bedroom unit. The average asking rent in the Hillsboro area increased 16 percent, to \$1,383, despite an increase in the vacancy rate; rents averaged \$1,180 for studio units, \$1,187 for one-bedroom units, \$1,425 for two-bedroom units, and \$1,719 for three-bedroom units. The smallest rent growth recorded in the submarket was in the Aloha/West Beaverton area, up 12 percent to \$1,226; rents averaged \$1,239 for studio units, \$1,081 for one-bedroom units, \$1,275 for two-bedroom units, and \$1,499 for three-bedroom units. Rent growth in the Aloha/West Beaverton area averaged 10 percent annually from the first quarter of 2013 through the first quarter of 2015. The East Beaverton and Hillsboro areas experienced milder average annual rent increases of 2 and 9 percent, respectively, during the same time. Studio units are most popular in newer developments,

with three-bedroom units taking the longest to lease (local property managers).

An average of 1,175 multifamily units were permitted in the Beaverton-Hillsboro submarket annually from 2000 through 2005, during a period of strong population growth (Figure 14). Multifamily permitting peaked in 2006, at 1,525 units, but subsequently declined at an average annual rate of 37 percent through 2010, to a low of 250 units permitted, because weak economic conditions resulted in reduced demand for condominiums and rental units. The foreclosure crisis fueled an increased demand for rental units, and multifamily permitting increased, averaging 670 units permitted a year in 2011 and 2012. As rental market conditions tightened further, builders responded by increasing multifamily building activity, which averaged 1,700 units annually in 2013 and 2014. During the 12 months ending April 2016, multifamily permitting decreased 6 percent, to 1,650 units permitted, compared with the number permitted during the previous 12 months (preliminary data). From 2004 through 2007, condominium construction peaked at nearly 40 percent of all multifamily building activity, as measured by the number of multifamily units permitted, in the submarket. The housing market collapse, however, caused a shift in preferences toward renting, increasing the demand for new apartment construction, and, since 2010, condominiums have comprised less than 10 percent of all multifamily units permitted.

Rental developments currently under construction or recently completed in the submarket include both affordable

Figure 14. Multifamily Units Permitted in the Beaverton-Hillsboro Submarket, 2000 to Current



Notes: Excludes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analyst

and market-rate apartment projects. Sunset View Apartments is currently under construction with an expected completion date in the summer of 2016. The development will consist of 236 affordable apartment units close to the NIKE, Inc. headquarters campus in the city of Beaverton. The 352-unit Amberglen West apartments in the Aloha/West Beaverton area is currently under construction and expected to be complete in August 2017; asking rents will range from \$1,266 to \$1,598 for one-bedroom units, \$1,352 to \$2,033 for two-bedroom units, and \$1,904 to \$1,961 for three-bedroom units. Construction of the 255-unit Rowlock Apartments was completed in August 2015 in the Hillsboro area, with rents starting at

\$1,425 for studio units and ranging from \$1,425 to \$1,580 for one-bedroom units and from \$1,915 to \$2,070 for two-bedroom units.

During the next 3 years, demand is expected for 5,325 new market-rate rental units in the Beaverton-Hillsboro submarket (Table 1). The 970 units under construction will meet a portion of the forecast demand. Demand is expected to be strongest in the first year of the forecast period and moderate in the second and third years as the new inventory is absorbed and the market becomes more balanced. Table 7 shows the estimated demand by rent level and number of bedrooms for new market-rate rental housing in the submarket during the forecast period.

Table 7. Estimated Demand for New Market-Rate Rental Housing in the Beaverton-Hillsboro Submarket During the Forecast Period

Zero Bedrooms		One Bedroom		Two Bedrooms		Three or More Bedrooms	
Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand
1,000 to 1,199	160	1,150 to 1,349	930	1,250 to 1,449	1,325	1,550 to 1,749	370
1,200 or more	110	1,350 to 1,549	470	1,450 to 1,649	800	1,750 or more	160
		1,550 or more	370	1,650 or more	400		
Total	270	Total	1,775	Total	2,525	Total	530

Notes: Numbers may not add to totals because of rounding. Monthly rent does not include utilities or concessions. The 970 units currently under construction will likely satisfy some of the estimated demand. The forecast period is May 1, 2015, to May 1, 2019.

Source: Estimates by analysts

Sales Market—Vancouver Submarket

The current sales housing market in the Vancouver submarket is tight, with an estimated vacancy rate of 1.0 percent, down from 2.1 percent in 2010 (Table DP-4 at the end of this report). Similar to trends in the other two submarkets, housing market conditions in the submarket have tightened rapidly since the economic recovery began, and most of the excess vacancies that resulted from the housing market collapse have been absorbed.

During the 12 months ending March 2016, 9,450 existing homes sold in the submarket, up 22 percent from a year ago, marking the largest number of existing homes sold since 2006 (CoreLogic, Inc., with adjustments by the analyst). From 2003 through 2005, relatively affordable sales housing in the submarket attracted new households, with an average of 11,950 existing homes sold annually. Existing home sales fell 22 percent in 2006, when economic growth began

to slow, and, from 2007 through 2010, existing home sales fell by an average of 17 percent a year, to a low of 4,925 homes sold. Economic conditions moderated in 2010, and new home sales remained unchanged. Growth in existing home sales resumed as the economy fully recovered, and, from 2011 through 2014, an average of 6,400 existing homes sold annually. The average sales price of an existing home increased 8 percent, to \$283,300, during the 12 months ending March 2016, approximately 20 and 10 percent less than the average existing home sales prices in the Portland and Beaverton-Hillsboro submarkets, respectively. The current average sales price remains 2 percent less than the peak sales price of \$289,400 in 2007. From 2008 through 2011, the average sales price declined at an average annual rate of 8 percent, to a low of \$210,500, because substantial job losses caused a sharp drop in the demand for sales homes. When job growth recovered and the demand for homes increased, the average sales price increased an average of 8 percent annually from 2012 through 2014.

Strong job growth and increasing home values during the past 3 years helped reduce seriously delinquent loans and REO properties in the Vancouver submarket and the HMA. During March 2016, 1.8 percent of all home loans in the submarket were seriously delinquent or had transitioned into REO status, down from 2.6 percent in March 2015, and REO sales declined from 6 to 4 percent of total existing home sales (CoreLogic, Inc., with adjustments by the analyst). By comparison, the delinquency rate, including homes in REO status, averaged approximately 7.0 percent from 2009 through 2011, during the

worst of the foreclosures crisis, and REO sales comprised almost one-fourth of all existing home sales. By comparison, from 2000 through 2007, the delinquency rate averaged 1.3 percent and REO sales accounted for less than 2 percent of existing home sales. The average sales prices of an REO home sale in the submarket was \$232,000 during the 12 months ending March 2016, approximately 18 percent less than the sales price of a regular resale home.

The new home sales market has improved dramatically since 2011, with home sales increasing an average of 25 percent annually. During the 12 months ending March 2016, new home sales totaled 1,700 homes sold, up 32 percent from the 1,300 new homes sold during the 12 months ending March 2015. An average of 2,875 new homes sold annually from 2003 through 2005, when economic conditions were strong and access to financing was more readily available. Following the national and regional trend, however, new home sales declined with the onset of the recession, and, from 2006 through 2011, new home sales fell at an average annual rate of 23 percent, to a low of 650 homes sold. The average sales price of a new home increased 10 percent, to \$328,400, during the 12 months ending March 2016 compared with a 7-percent increase during the previous 12 months. Sales prices increased at an average annual rate of 3 percent from 2004 through 2006 and subsequently declined an average of 9 percent a year from 2007 through 2009, to a low of \$237,600. Prices increased at an average annual rate of 5 percent from 2010 through 2014, when economic conditions improved and demand for new homes returned.

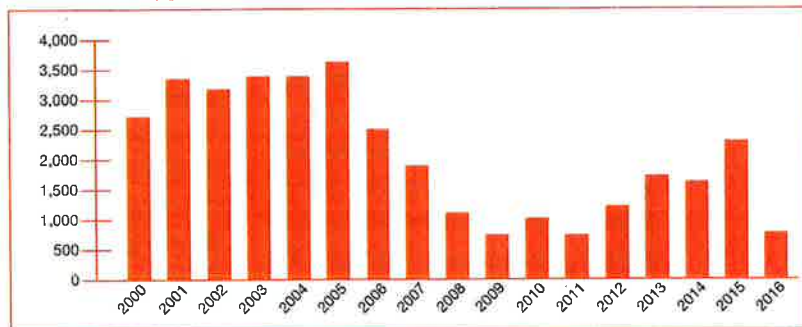
Housing Market Trends

Sales Market—Vancouver Submarket Continued

Strong housing demand and increasing sales prices have led to an increase in new home construction in the Vancouver submarket since 2011. During the 12 months ending April 2016, 2,525 single-family homes were permitted, up 45 percent from the 1,750 homes permitted during the previous 12 months (preliminary data). Single-family homebuilding was robust from 2000 through 2005, when population growth in the submarket was strongest, and an average of 3,250 single-family homes were permitted annually (Figure 15). Homebuilding dropped dramatically following the onset of the national

recession as net in-migration to the submarket plummeted. From 2006 through 2009, homebuilding activity declined at an average annual rate of 33 percent, to a low of 720 single-family homes permitted. After the economic recovery was fully under way, homebuilding increased and an average of 1,525 new single-family homes were permitted a year from 2012 through 2014. Most buyers are second- and third-time homebuyers looking to upgrade to larger homes; however, more first-time homebuyers are purchasing in the Vancouver submarket than in the Portland or Beaverton-Hillsboro submarkets because housing in the submarket is still relatively affordable (local developers and real estate agents). Single-family development is concentrated in Ridgefield in the northeastern portion of the submarket and in Camas in the eastern section of the submarket. In Ridgefield, new home prices range from the mid-\$200,000s to the upper \$600,000s. New homes in Camas start in the mid-\$300,000 range and increase to the mid-\$900,000s.

Figure 15. Single-Family Homes Permitted in the Vancouver Submarket, 2000 to Current



Notes: Includes townhomes. Current includes data through April 2016.
Sources: U.S. Census Bureau. Building Permits Survey; estimates by analyst

Table 8. Estimated Demand for New Market-Rate Sales Housing in the Vancouver Submarket During the Forecast Period

Price Range (\$)		Units of Demand	Percent of Total
From	To		
150,000	249,999	680	10.0
250,000	349,999	1,350	20.0
350,000	449,999	2,375	35.0
450,000	549,999	1,350	20.0
550,000	649,999	680	10.0
650,000	and higher	340	5.0

Notes: The 940 homes currently under construction and a portion of the estimated 3,900 other vacant units in the submarket will likely satisfy some of the forecast demand. The forecast period is May 1, 2016, to May 1, 2019.
Source: Estimates by analyst

Demand is expected for 6,800 new homes in the Vancouver submarket during the next 3 years (Table 1). The 940 homes currently under construction and a portion of the 3,900 other vacant units that may return to the market will satisfy some of the forecast demand. Table 8 illustrates the estimated demand for new sales housing in the submarket by price range. Demand is expected to be evenly distributed during each year of the forecast period.

Rental Market—Vancouver Submarket

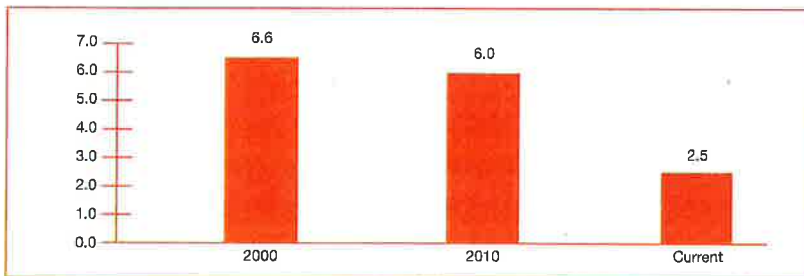
The current rental housing market in the Vancouver submarket is tight, with an overall estimated vacancy rate of 2.5 percent, down from 6.0 percent in April 2010 (Figure 16). The nationwide recession and housing market collapse caused a decrease in homeownership and a surge in demand for rental units since 2011. Although apartment construction has increased substantially during the past several years, it has not been strong enough to compensate for the record low level of construction from 2008 through 2012, and market conditions remain tight, with an estimated apartment vacancy rate of 2.5 percent during the first quarter of 2016, up from 1.7 percent a year ago (MPF Research). During the same time, the average asking rent in the submarket increased 10 percent, to \$1,068,

despite the uptick in the vacancy rate. Rents averaged \$777 for studio units, \$919 for one-bedroom units, \$1,150 for two-bedroom units, and \$1,294 for three-bedroom units. By comparison, rent growth averaged 8 percent annually from the first quarter of 2011 through the first quarter of 2014.

An average of 570 multifamily units were permitted annually in the Vancouver submarket from 2000 through 2007 (Figure 17). The national recession and housing market collapse caused multifamily construction to plummet from 2008 through 2011, when an average of 150 multifamily units were permitted annually. With increased rental demand stemming from the effects of the housing market crisis, the apartment market began to tighten quickly, and builders responded by increasing apartment construction 35 percent in 2012, to 370 units permitted. Apartment construction spiked in 2013, when 1,250 units were permitted, followed by a drop to 660 units permitted in 2014. During the 12 months ending April 2016, 1,050 multifamily units were permitted, up 33 percent from the 790 units permitted during the 12 months ending April 2015 (preliminary data). Condominium construction has accounted for less than 5 percent of total multifamily building activity in the submarket since 2010. By comparison, from 2004 through 2007, when financing was easier to obtain, condominium construction peaked at 37 percent of all multifamily building activity, as measured by the number of multifamily units permitted in the submarket.

Two of the larger developments currently under construction in the submarket are the 155-unit Columbia

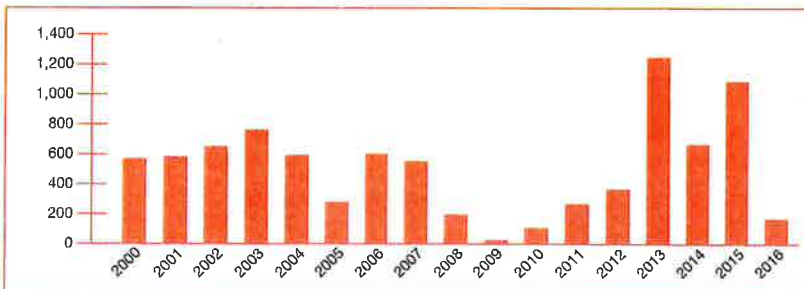
Figure 16. Rental Vacancy Rates in the Vancouver Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010—2000 Census and 2010 Census; current—estimates by analyst

Figure 17. Multifamily Units Permitted in the Vancouver Submarket, 2000 to Current



Notes: Excludes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analyst

Housing Market Trends

Rental Market—Vancouver Submarket *Continued*

View Apartments Phase 2 and the 156-unit Four Seasons Central. The mix of units for the Columbia View Apartments includes one-, two-, and three-bedroom units; the anticipated completion date is in late 2017, and asking rents are unavailable. Construction of the Four Seasons Central is expected to be complete in October 2016; asking rents range from \$1,199 to \$1,575 for one-bedroom units and from \$1,544 to \$1,699 for two-bedroom units and are \$1,705 for three-bedroom units.

During the next 3 years, demand is expected for 2,950 new market-rate rental units in the Vancouver submarket (Table 1). The 1,125 units under construction will meet a portion of the forecast demand. Demand is expected to be evenly distributed during each year of the forecast period. Table 9 shows the estimated demand by rent level and number of bedrooms for new market-rate rental housing in the submarket during the forecast period.

Table 9. Estimated Demand for New Market-Rate Rental Housing in the Vancouver Submarket During the Forecast Period

Zero Bedrooms		One Bedroom		Two Bedrooms		Three or More Bedrooms	
Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand
800 to 999	95	850 to 1,049	580	1,100 to 1,299	1,050	1,350 to 1,549	190
1,000 or more	50	1,050 or more	310	1,300 or more	570	1,550 or more	100
Total	150	Total	890	Total	1,625	Total	300

Notes: Numbers may not add to totals because of rounding. Monthly rent does not include utilities or concessions. The 1,125 units currently under construction will likely satisfy some of the estimated demand. The forecast period is May 1, 2016, to May 1, 2019.

Source: Estimates by analysts

Data Profiles

Table DP-1. Portland HMA* Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total resident employment	1,031,816	1,084,124	1,179,000	0.5	1.6
Unemployment rate	4.5%	10.2%	5.0%		
Nonfarm payroll jobs	981,500	979,200	1,123,000	0.0	2.6
Total population	1,927,881	2,226,009	2,395,000	1.4	1.2
Total households	745,531	867,794	936,700	1.5	1.3
Owner households	469,156	535,433	559,500	1.3	0.7
Percent owner	62.9%	61.7%	59.7%		
Renter households	276,375	332,361	377,200	1.9	2.1
Percent renter	37.1%	38.3%	40.3%		
Total housing units	790,876	925,076	974,100	1.6	0.9
Owner vacancy rate	2.2%	2.2%	1.0%		
Rental vacancy rate	6.7%	5.9%	2.9%		
Median Family Income	\$52,400	\$70,000	\$73,300	2.9	0.9

*Portland-Vancouver-Hillsboro HMA.

Notes: Numbers may not add to totals because of rounding. Employment data represent annual averages for 2000, 2010, and the 12 months through April 2016. Median Family Incomes are for 1999, 2009, and 2014. The current date is May 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Table DP-2. Portland Submarket Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total population	1,042,437	1,160,677	1,239,000	1.1	1.1
Total households	416,674	469,513	504,500	1.2	1.2
Owner households	258,366	281,474	294,100	0.9	0.7
Percent owner	62.0%	60.0%	58.3%		
Rental households	158,308	188,039	210,400	1.7	1.9
Percent renter	38.0%	40.0%	41.7%		
Total housing units	443,087	502,475	527,000	1.3	0.8
Owner vacancy rate	2.2%	2.4%	1.0%		
Rental vacancy rate	6.8%	5.6%	3.0%		

Notes: Numbers may not add to totals because of rounding. The current date is May 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Table DP-3. Beaverton-Hillsboro Submarket Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total population	530,334	628,903	683,400	1.7	1.4
Total households	197,894	235,660	254,800	1.8	1.3
Owner households	122,467	146,604	152,800	1.8	0.7
Percent owner	61.9%	62.2%	60.0%		
Rental households	75,427	89,056	102,000	1.7	2.3
Percent renter	38.1%	37.8%	40.0%		
Total housing units	209,183	249,560	263,100	1.8	0.9
Owner vacancy rate	2.3%	2.1%	1.0%		
Rental vacancy rate	6.5%	6.5%	2.8%		

Notes: Numbers may not add to totals because of rounding. The current date is May 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Table DP-4. Vancouver Submarket Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total population	355,110	436,429	472,200	2.1	1.3
Total households	130,963	162,621	177,350	2.2	1.4
Owner households	88,323	107,355	112,600	2.0	0.8
Percent owner	67.4%	66.0%	63.5%		
Rental households	42,640	55,266	64,750	2.6	2.6
Percent renter	32.6%	34.0%	36.5%		
Total housing units	138,606	173,041	184,000	2.2	1.0
Owner vacancy rate	2.0%	2.1%	1.0%		
Rental vacancy rate	6.6%	6.0%	2.5%		

Notes: Numbers may not add to totals because of rounding. The current date is May 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Data Definitions and Sources

2000: 4/1/2000—U.S. Decennial Census
 2010: 4/1/2010—U.S. Decennial Census
 Current date: 5/1/2016—Analyst's estimates
 Forecast period: 5/1/2016–5/1/2019—Analyst's estimates

The metropolitan statistical area definition in this report is based on the delineations established by the Office of Management and Budget (OMB) in the OMB Bulletin dated February 28, 2013.

Demand: The demand estimates in the analysis are not a forecast of building activity. They are the estimates of the total housing production needed to achieve a balanced market at the end of the 3-year forecast period given conditions on the as-of date of the analysis, growth, losses, and excess vacancies. The estimates do not account for units currently under construction or units in the development pipeline.

Other Vacant Units: In the U.S. Department of Housing and Urban Development's (HUD's) analysis, other vacant units include all vacant units that are not available for sale or for rent. The term therefore includes units rented or sold but not occupied; held for seasonal, recreational, or occasional use; used by migrant workers; and the category specified as "other" vacant by the Census Bureau.

Building Permits: Building permits do not necessarily reflect all residential building activity that occurs in an HMA. Some units are constructed or created without a building permit or are issued a different type of building permit. For example, some units classified as commercial structures are not reflected in the

residential building permits. As a result, the analyst, through diligent fieldwork, makes an estimate of this additional construction activity. Some of these estimates are included in the discussions of single-family and multifamily building permits.

For additional data pertaining to the housing market for this HMA, go to huduser.gov/publications/pdf/CMARtables_Portland_Vancouver_HillsboroOR_WA_16.pdf.

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This analysis has been prepared for the assistance and guidance of HUD in its operations. The factual information, findings, and conclusions may also be useful to builders, mortgagees, and others concerned with local housing market conditions and trends. The analysis does not purport to make determinations regarding the acceptability of any mortgage insurance proposals that may be under consideration by the Department.

The factual framework for this analysis follows the guidelines and methods developed by HUD's Economic and Market Analysis Division. The analysis and findings are as thorough and current as possible based on information available on the as-of date from local and national sources. As such, findings or conclusions may be modified by subsequent developments. HUD expresses its appreciation to those industry sources and state and local government officials who provided data and information on local economic and housing market conditions.

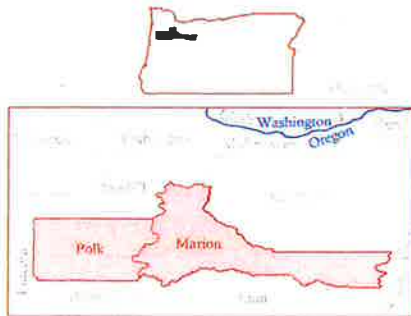
For additional reports on other market areas, please go to huduser.gov/portal/ushmc/chma_archive.html.

Salem, Oregon

U.S. Department of Housing and Urban Development | Office of Policy Development and Research | As of August 1, 2016



Housing Market Area



The Salem Housing Market Area (HMA), coterminous with the Salem, OR Metropolitan Statistical Area, consists of Marion and Polk Counties in the Willamette Valley region of Oregon, midway between Portland and Eugene along Interstate 5. The principal city, Salem, is the state capital.

Market Details

- Economic Conditions 2
- Population and Households 5
- Housing Market Trends 7
- Data Profile 11

Summary

Economy

The economy of the Salem HMA has steadily improved since 2012 and has recovered all jobs lost as a result of the national recession. Nonfarm payrolls averaged 158,500 jobs during the 12 months ending July 2016, an increase of 4,800 jobs, or 3.1 percent, from the previous 12 months. During the same period, the unemployment rate declined from 6.4 to 5.4 percent. Nonfarm payrolls are expected to expand by an average of 4,800 jobs, or 3.0 percent, a year during the 3-year forecast period, led by growth in industries related to health care and business services.

Sales Market

Sales housing market conditions in the Salem HMA are currently tight, with an estimated vacancy rate of 2.0 percent, down from 2.4 percent in 2010. During the 12 months ending July 2016, sales of new and existing single-family homes, townhomes, and condominiums increased more than 15 percent from the previous 12-month period, and the average sales price was up almost 9 percent (CoreLogic, Inc., with adjustments by the analyst). Demand is expected for 3,075 new homes in the HMA during the 3-year forecast period (Table 1). The 260 units currently under construction and a

portion of the 4,000 estimated other vacant units in the HMA will fulfill some of the forecast demand.

Rental Market

Overall rental housing market conditions in the Salem HMA are currently slightly tight, with an estimated 4.5-percent vacancy rate as of August 1, 2016, down from 7.0 percent in April 2010. The decline in the vacancy rate is largely because the foreclosure crisis caused a shift in household preferences toward renting, and the rate of new apartment construction and conversion of single-family homes to rentals has not kept up with the rate of renter household growth. During the 3-year forecast period, demand is estimated for 2,025 rental units; the 520 units currently under construction will satisfy part of that demand (Table 1).

Table 1. Housing Demand in the Salem HMA During the Forecast Period

	Salem HMA	
	Sales Units	Rental Units
Total demand	3,075	2,025
Under construction	260	520

Notes: Total demand represents estimated production necessary to achieve a balanced market at the end of the forecast period. Units under construction as of August 1, 2016. A portion of the estimated 4,000 other vacant units in the HMA will likely satisfy some of the forecast demand. The forecast period is August 1, 2016, to August 1, 2019. Source: Estimates by analyst

Economic Conditions

The economy of the Salem HMA has been expanding since 2012, and the current level of nonfarm payrolls, 158,500 jobs, surpasses by nearly 4 percent the peak before the downturn of 152,600 jobs, recorded in

2008. During the 12 months ending July 2016, nonfarm payrolls increased by an average of 4,800 jobs, or 3.1 percent, from a year earlier (Table 2), which was higher than the average annual growth of 3,500 jobs, or 2.4 percent, from 2012 through 2015. The current economic expansion is also significantly stronger than the previous period of expansion from 2004 through 2008, when nonfarm payroll growth averaged 2,500 jobs, or 1.8 percent, annually. These recent job gains are in sharp contrast to annual declines of 3,600 jobs, or 2.4 percent, from 2009 through 2011 as a result of the national recession and sluggish consumer spending. The unemployment rate averaged 5.4 percent during the 12 months ending July 2016, down from 6.4 percent a year prior, the lowest rate recorded since 2007. Figure 1 shows trends in the labor force, resident employment, and the unemployment rate from 2000 through 2015.

The government sector serves as the foundation of the economy, representing more than one-fourth of all nonfarm payroll jobs in the HMA (Figure 2) due to the presence of the Oregon state capital and assorted state and local agencies, including the Oregon State Hospital, Oregon State Penitentiary, the Mill Creek Correctional Facility and Santiam Correctional Institution, Spirit Mountain Casino, and Chinook Winds Casino Resort. Also included in the government sector are public colleges Western Oregon University and Chemeketa Community College, which in 2014 had enrollments of 6,050 and 11,100 students and employed 900 and 1,150 workers, respectively. The HMA's largest employer (Table 3), the State of Oregon, employs approximately

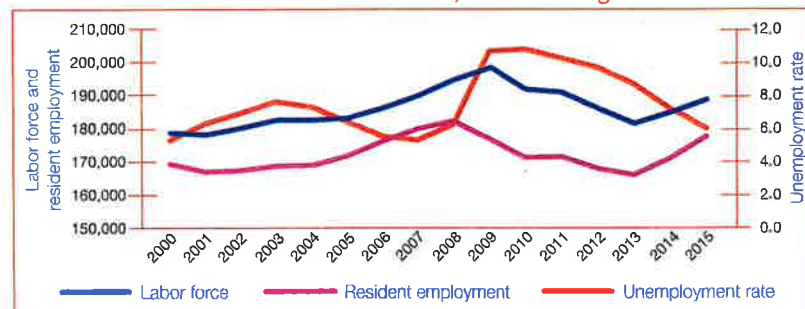
Table 2. 12-Month Average Nonfarm Payroll Jobs in the Salem HMA, by Sector

	12 Months Ending		Absolute Change	Percent Change
	July 2015	July 2016		
Total nonfarm payroll jobs	153,700	158,500	4,800	3.1
Goods-producing sectors	22,300	23,300	1,000	4.5
Mining, logging, & construction	9,600	10,200	600	6.3
Manufacturing	12,700	13,100	400	3.1
Service-providing sectors	131,400	135,200	3,800	2.9
Wholesale & retail trade	21,700	22,200	500	2.3
Transportation & utilities	3,900	3,900	0	0.0
Information	1,000	1,000	0	0.0
Financial activities	6,900	6,900	0	0.0
Professional & business services	13,000	14,200	1,200	9.2
Education & health services	24,300	25,200	900	3.7
Leisure & hospitality	14,000	14,600	600	4.3
Other services	5,200	5,300	100	1.9
Government	41,400	42,000	600	1.4

Notes: Numbers may not add to totals because of rounding. Based on 12-month averages through July 2015 and July 2016.

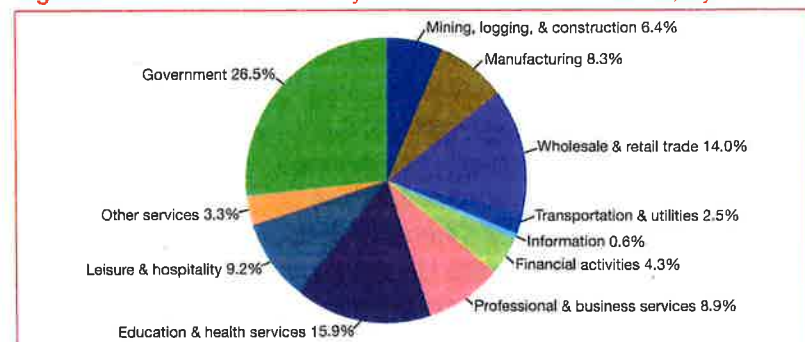
Source: U.S. Bureau of Labor Statistics

Figure 1. Trends in Labor Force, Resident Employment, and Unemployment Rate in the Salem HMA, 2000 Through 2015



Source: U.S. Bureau of Labor Statistics

Figure 2. Current Nonfarm Payroll Jobs in the Salem HMA, by Sector



Note: Based on 12-month averages through July 2016.

Source: U.S. Bureau of Labor Statistics

Economic Conditions *Continued***Table 3. Major Employers in the Salem HMA**

Name of Employer	Nonfarm Payroll Sector	Number of Employees
State of Oregon	Government	22,500
Salem Health	Education & health services	3,900
Dex Media	Professional & business services	3,000
Association of Salem Keizer Education Support Professionals	Education & health services	2,100
Fred Meyer Stores	Wholesale & retail trade	1,710
Spirit Mountain Casino	Government	1,500
NORPAC Foods, Inc.	Manufacturing	1,106
SAIF Corporation	Financial activities	854
Wal-Mart Stores, Inc.	Wholesale & retail trade	820
Chinook Winds Casino Resort	Government	785

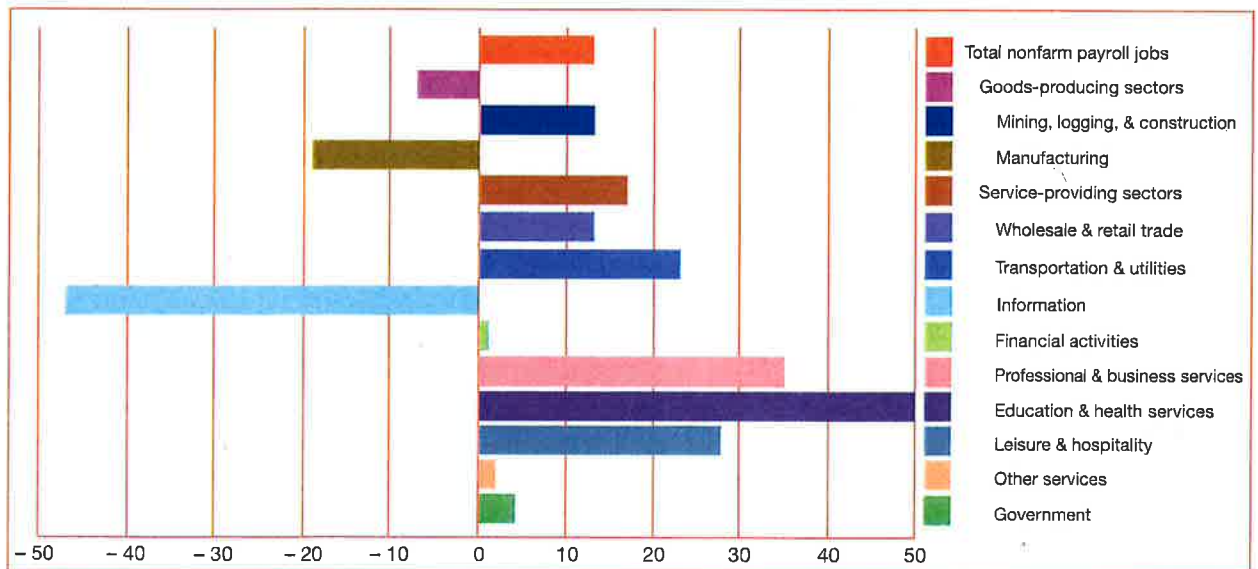
Note: Excludes local school districts.

Source: Moody's Economy.com

22,500 people, accounting for more than one-half of all government sector jobs in the HMA. The effects of the national recession that began in 2007 did not start to negatively impact the HMA until 2009, in large part because of the relative stability of employment in the government sector, which added an average of 900 jobs, or 2.3 percent, a year from 2007 through 2009 before declining by an average of 900 jobs, or 2.0 percent, annually from 2010 through 2011. Taxable incomes increased as job growth returned to the HMA in

2012, allowing increased government hiring, which further advanced the economic recovery. During the 12 months ending July 2016, government sector payrolls increased by 600 jobs, or 1.4 percent, including gains of 300 jobs each in the local government and state government subsectors. Job growth in the government sector is anticipated to continue at a similar pace during the 3-year forecast period as the economy continues to expand.

The education and health services sector has grown the most of any sector since 2000 (Figure 3) and currently accounts for 25,200 jobs, or 16 percent of total nonfarm payrolls. During the 12 months ending July 2016, payrolls increased by 900 jobs, or 3.7 percent, compared with a gain of 1,100 jobs, or 4.5 percent, during the 12 months ending July 2015. Part of the growth can be attributed to increased demand for healthcare services as the population continues to grow and age; from 2010 to 2015, the population of residents ages 62 years and older was the fastest-growing

Figure 3. Sector Growth in the Salem HMA, Percentage Change, 2000 to Current

Note: Current is based on 12-month averages through July 2016.

Source: U.S. Bureau of Labor Statistics

cohort in the HMA, increasing from 16.6 to 18.7 percent of the total population (American Community Survey 1-year data [ACS]). In addition, Salem Health, the HMA's second largest employer, opened a \$15 million outpatient clinic in February 2016, employing approximately 50 new providers servicing an estimated 250 clients per day. Unlike the cyclical nature of other sectors, the education and health services sector has added jobs every year since 2000, increasing by an average of 500 jobs, or 2.6 percent, annually from 2001 through 2015. The sector is expected to continue growing at a healthy rate during the forecast period as the healthcare industry expands to meet the increasing need for services as a result of strong population growth and an aging population.

The greatest nonfarm payroll gains during the 12 months ending July 2016 occurred in the professional and business services sector, which added 1,200 jobs, or 9.2 percent, increasing to 14,200 jobs compared with an increase of 300 jobs, or 2.6 percent, during the previous 12 months. Job gains in the sector have been caused by a mix of increased hiring at staffing agencies within the administrative and support services industry and in the management of companies industry, a result of the broad-based economic expansion occurring in the HMA. From 2001 through 2008, the professional and business services sector added an average of 300 jobs, or 2.8 percent, a year. As with most other sectors in the economy, the professional and business services sector lost jobs as a result of the national recession, declining by an average of 700 jobs, or 5.7 percent, annually from 2009 through 2011. Growth resumed in 2012 and, from 2012

through 2015, sector payrolls increased by an average of 600 jobs, or 4.7 percent, per year. The professional and business services sector is expected to continue to grow during the next 3 years as local firms increasingly make use of temporary workers and contract out work that is not part of their core product.

Several other sectors benefit from the strong performance in the core sectors discussed previously. The mining, logging, and construction, the leisure and hospitality, and the wholesale and retail trade sectors increased by 600, 600, and 500 jobs—or 6.3, 4.3, and 2.3 percent, respectively—during the 12 months ending July 2016. These sectors are the most responsive to changing economic conditions, because they rely heavily on consumer confidence and spending habits. All three sectors lost a substantial amount of jobs as a consequence of the national recession but have added jobs consistently since the economic expansion began in 2012. Payrolls in the wholesale and retail trade sector have finally recovered all jobs lost during the recession, and those in the leisure and hospitality sector have surpassed their prerecession peak by 15 percent. Although a recent boom in residential and commercial construction has bolstered job growth in the mining, logging, and construction sector, payrolls remain 11 percent below their prerecession level. No payroll sector reported job losses during the most recent 12 months, but three sectors—the transportation and utilities, information, and financial activities sectors—were stagnant. These three sectors combine to account for only 7 percent of nonfarm payrolls in the HMA; therefore, their impact on overall economic growth is minimal.

Strong population growth is expected to positively affect employment in the education and health services sector during the next 3 years, while the large public sector will continue providing a stable foundation to the economy. Other sectors—such as the professional and business services, the wholesale and retail trade, the mining, logging,

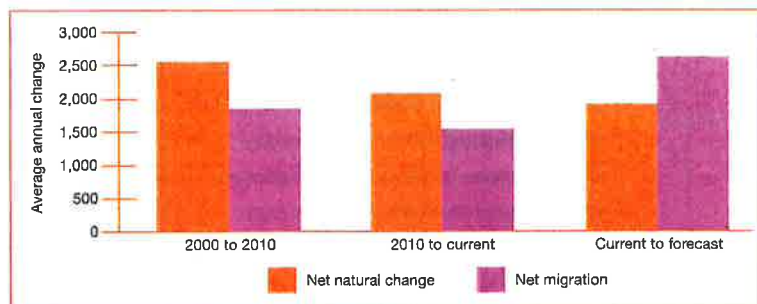
and construction, and the leisure and hospitality sectors—are expected to indirectly benefit from growth in core sectors. Nonfarm payrolls are expected to expand by an average of 4,800 jobs, or 3.0 percent, a year during the forecast period. Table DP-1 at the end of this report provides additional employment data.

Population and Households

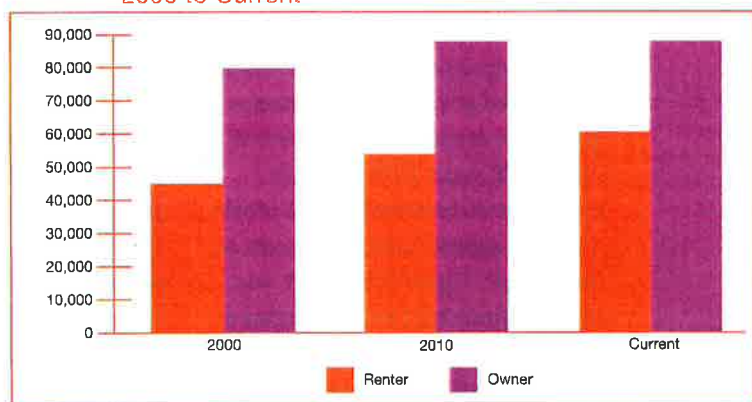
As of August 1, 2016, the population of the Salem HMA is estimated at 413,500, increasing at an average annual rate of 0.9 percent, or by 3,600, since 2010, with net in-migration accounting for 1,525 people a year, or approximately 42 percent of the increase. Population growth was strongest from 2004 to 2009, during a time of economic expansion, averaging 4,700 people, or 1.3 percent, annually, with net in-migration comprising 46 percent of the growth, or 2,175 people each year (Portland State University July 1 estimates, with adjustments by the analyst). The HMA is a popular destination for retirees, and an influx during this time furthered population growth; the number of residents in the HMA 62 years and older increased at an average annual rate of almost 6.0 percent from 2005 to 2009, increasing from 14.5 to 16.4 percent of total population (2005 and 2009 ACS 1-year data). From 2009 to 2012, as economic conditions weakened because of the national recession, population growth fell to an average of 3,400 people, or 0.9 percent, annually. Net in-migration declined to an average of 1,025 people a year and comprised only 30 percent of population growth, partially because the

weak labor market kept jobseekers from moving to the HMA, and also because the housing market collapse left many homeowners with negative equity and unable to relocate. The growth rate in the retired-age population also slowed, averaging only 2.0 percent a year, but its share of the overall population still increased from 16.4 to 17.3 percent of total population.

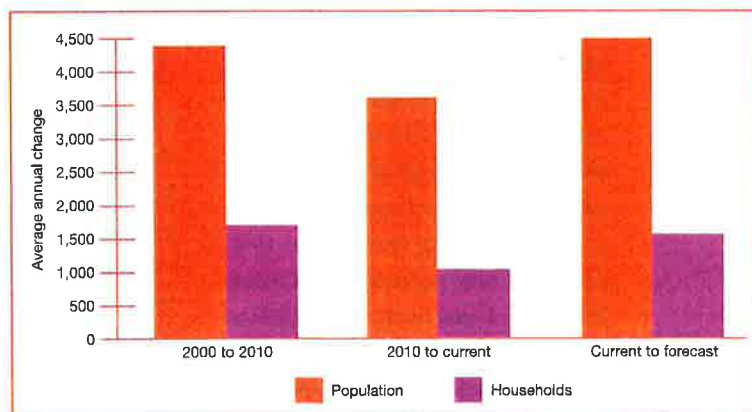
Since 2012, strengthening economic conditions have boosted population growth to an average of 4,000 people, or 1.0 percent, annually because of increased net in-migration, which has averaged 2,125 people annually, comprising 53 percent of the increase. The retired-aged population continued to increase from 2012 to 2015 at an average annual rate of nearly 4.0 percent, comprising 18.7 percent of total population, up from 17.3 percent. As economic conditions remain strong, inducing net in-migration from jobseekers, along with the continued attraction of retirees to the HMA, the population is expected to increase by an average of 4,475, or 1.1 percent, annually during the 3-year forecast period, with more than 58 percent of the growth resulting from net in-migration. The population of the

Population and Households *Continued***Figure 4.** Components of Population Change in the Salem HMA, 2000 to Forecast

Notes: The current date is August 1, 2016. The forecast date is August 1, 2019.
Sources: 2000 and 2010–2000 Census and 2010 Census; current and forecast—estimates by analyst

Figure 5. Number of Households by Tenure in the Salem HMA, 2000 to Current

Note: The current date is August 1, 2016.
Sources: 2000 and 2010–2000 Census and 2010 Census; current—estimates by analyst

Figure 6. Population and Household Growth in the Salem HMA, 2000 to Forecast

Notes: The current date is August 1, 2016. The forecast date is August 1, 2019.
Sources: 2000 and 2010–2000 Census and 2010 Census; current and forecast—estimates by analyst

HMA is expected to reach 426,900 by August 1, 2019. Figure 4 shows the components of population change from 2000 to the forecast date.

An estimated 147,700 households reside in the HMA, reflecting an average annual increase of 1,025 households, or 0.7 percent, since 2010. By comparison, from 2000 to 2010, when population growth was stronger because of increased net in-migration, the number of households expanded by an average of 1,650, or 1.3 percent, annually. An estimated 59.2 percent of current households, or 87,450 households, are homeowners and the remaining 60,250 are renter households, compared with homeownership rates of 62.1 and 64.0 percent in April 2010 and 2000, respectively (Figure 5). The decline in homeownership reflects the prolonged effects from the foreclosure crisis, including stricter lending standards and a shift in household preferences toward renting. Renter households accounted for slightly more than one-half of household growth from 2000 to 2010 but have accounted for all of household growth since 2010. The number of households in the HMA is expected to grow by 1,525, or 1.0 percent, annually during the next 3 years, reaching 152,300 households by August 1, 2019. During the forecast period, renter households are projected to comprise approximately 41 percent of new households, mainly because the strong economy has helped improve household finances and access to credit, allowing more households the opportunity to purchase homes. Figure 6 shows population and household growth trends from 2000 to the forecast date.

Housing Market Trends

Sales Market

Sales housing market conditions in the Salem HMA are currently tight, with an estimated vacancy rate of 2.0 percent, down from 2.4 percent in April 2010. The decline in new home production following the collapse of the housing market, combined with improving economic conditions, contributed to the absorption of excess vacancies and to the tight market conditions. The inventory of homes for sale represented a 2.9-month supply in August 2016 compared with a 4.5-month supply in August 2015. During the same time, the number of active listings increased 36 percent, to 286, while the total marketing time declined from 79 to 46 days (RMLS™).

During the 12 months ending July 2016, approximately 6,850 existing single-family homes, townhomes, and condominiums (hereafter, existing homes) sold, up 17 percent from the 6,000 existing homes sold during the previous 12 months (CoreLogic, Inc., with adjustments by the analyst). By comparison, existing home sales averaged 8,175 during the buildup of the housing boom from 2003 through 2007 before declining from 2008 through 2011 at an average annual rate of 18 percent to a low of 3,475 existing home sales. Since 2013, demand for homes has increased faster than the available supply, putting upward pressure on home prices. The average sales price increased 8 percent during the 12 months ending July 2016 to \$225,300, which is 32 percent higher than the trough in 2012 and 3 percent higher than the prerecession peak of \$213,400 reached in 2007.

In response to strong economic conditions in the HMA, seriously delinquent (90 or more days delinquent

or in foreclosure) loans and real estate owned (REO) properties have become a less significant part of the sales market than they were during the worst of the housing crisis from 2009 through 2012. During July 2016, 2.8 percent of mortgages in the HMA were seriously delinquent or in REO status, down from 4.1 percent in July 2015 and well below a July high of 6.4 percent in 2012 (CoreLogic, Inc.). As a result of weak economic conditions and the foreclosure crises, REO home sales accounted for almost one-fourth of all existing home sales from 2009 through 2012; however, REO sales comprised only 10 percent of existing home sales during the 12 months ending July 2016. The average sales price of an REO home was \$162,600, almost 30 percent less than the average sales price of a regular resale home (CoreLogic, Inc., with adjustments by the analyst).

Sales of new single-family homes, townhomes, and condominiums (hereafter, new homes) have increased each year since 2013. Approximately 570 new homes sold during the 12 months ending July 2016, reflecting an increase of almost 20 percent from a year ago. By comparison, an average of 1,275 new homes sold annually from 2001 through 2007. After the housing bubble burst, the demand for new homes declined as a result of poor labor market conditions, decreased access to credit, and increased competition from existing homes. From 2008 through 2012, new home sales declined at an average annual rate of 26 percent to a low of 220 new homes sales. During the 12 months ending July 2016, the average sales price of a new home increased 10 percent

Housing Market Trends

Sales Market *Continued*

to \$272,100, still 3 percent less than the prerecession peak of \$280,500 in 2008 but 42 percent higher than in 2013, when new home sales prices bottomed out.

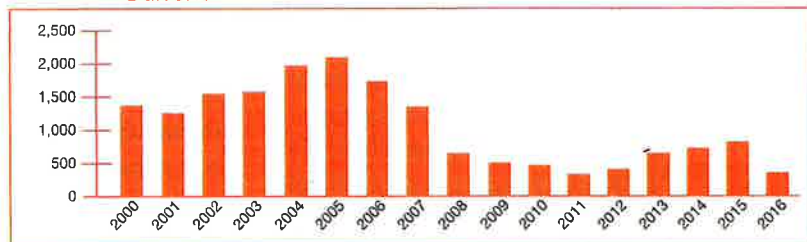
Single-family home construction, as measured by the number of single-family homes permitted, reached a 20-year low in 2011, when only 320 homes were permitted, in response to decreased demand for new homes as a consequence of the housing market collapse and national recession. Beginning in 2012, however, builders responded to the improving sales market by increasing new home construction (Figure 7). During the 12 months ending July 2016, 400 single-family

homes were permitted, a decline of approximately 5 percent compared with the preceding 12-month period; however, single-family permitting levels in 2015 were the highest recorded since 2007 (preliminary data subject to revisions). By contrast, an average of 1,600 homes were permitted annually from 2000 through 2007.

New home construction is occurring throughout the HMA, with a higher concentration in the southeast portion of the city of Salem. Examples of larger communities currently under construction include Cottonwood Lakes Phase III and Bailey Ridge Phase II. Cottonwood Lakes comprises 102 lots, with homes ranging from 1,425 to 2,300 square feet and an average list price of \$352,300. Bailey Ridge consists of 159 lots; Phase II is under construction with 5 homes available for purchase with an average list price of \$432,500, and 10 homes will be available within the coming year. Currently, an estimated 260 single-family homes are under construction in the HMA.

During the 3-year forecast period, demand is estimated for 3,075 new homes in the HMA, with increasing demand during the second and third years of the forecast period (Table 1). The 260 homes currently under construction and a portion of the 4,000 other vacant units that may reenter the sales market will satisfy some of the demand. Demand is expected to be greatest in the \$300,000-to-\$399,999 price range. Table 4 shows the estimated demand for market-rate sales housing by price range.

Figure 7. Single-Family Homes Permitted in the Salem HMA, 2000 to Current



Notes: Includes townhomes. Current includes data through July 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analysts

Table 4. Estimated Demand for New Market-Rate Sales Housing in the Salem HMA During the Forecast Period

Price Range (\$)		Units of Demand	Percent of Total
From	To		
250,000	299,999	310	10.0
300,000	349,999	920	30.0
350,000	399,999	920	30.0
400,000	449,999	370	12.0
450,000	499,999	250	8.0
500,000	599,999	180	6.0
600,000	and higher	120	4.0

Notes: The 260 homes currently under construction and a portion of the estimated 4,000 other vacant units in the HMA will likely satisfy some of the forecast demand. The forecast period is August 1, 2016, to August 1, 2019.

Source: Estimates by analyst

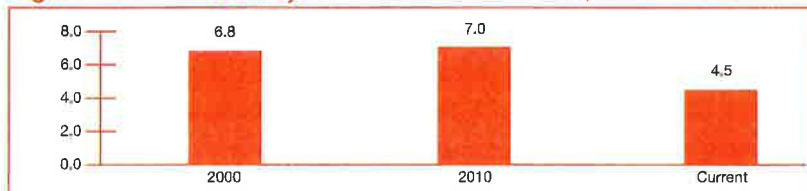
Rental Market

Rental housing market conditions in the Salem HMA are currently slightly tight, with an overall rental vacancy rate estimated at 4.5 percent as of September 1, 2016, down from 7.0 percent in April 2010 when market conditions were soft (Figure 8). Rental market conditions in the Salem HMA have tightened considerably because growth in renter households has outpaced the increase in rental inventory since 2010. The apartment market, which comprises approximately 65 percent of renter-occupied units in the HMA, is very tight, but the vacancy rate increased to 2.7 percent during the second quarter of 2016, up from 1.3 percent a year prior, because approximately 320 new units entered the market in the past year (Reis, Inc.). Since 2005, limited apartment construction has kept the vacancy rate under 6 percent, even during periods when market conditions were soft, rent growth was slower, and concessions

were more prevalent (data available only beginning in 2005). The average apartment rent increased 9 percent from the second quarter of 2015 to the second quarter of 2016, to \$790, marking the fourth consecutive quarter with year-over-year rent growth of 9 percent or higher. Rents averaged \$578 for studios, \$658 for one-bedroom units, \$799 for two-bedroom units, and \$1,042 for three-bedroom units. As market conditions tightened, the percentage of units offering concessions declined from 100 percent during the second quarter of 2011 to 0 percent during the second quarter of 2016 (MPF Research).

Multifamily construction activity, as measured by the number of units permitted, has generally improved since the 2009-through-2011 period, when permitting was lower than during any other 3-year period since the late 1980s. Approximately 290 multifamily units were permitted in the HMA during the 12 months ending July 2016 compared with 110 units permitted during the previous 12 months (preliminary data subject to revisions). By comparison, an average of 450 multifamily units were permitted annually from 2000 through 2009 (Figure 9). The onset of the national recession and subsequent housing market collapse caused multifamily construction to decline at an average annual rate of 35 percent from 2009 through 2011, to a low of 110 multifamily units permitted. During this time, financing for new construction was particularly difficult to obtain, despite an increased demand for rental units brought on by the foreclosure crisis. This obstacle resulted in a very limited supply of new apartments, which, coupled with

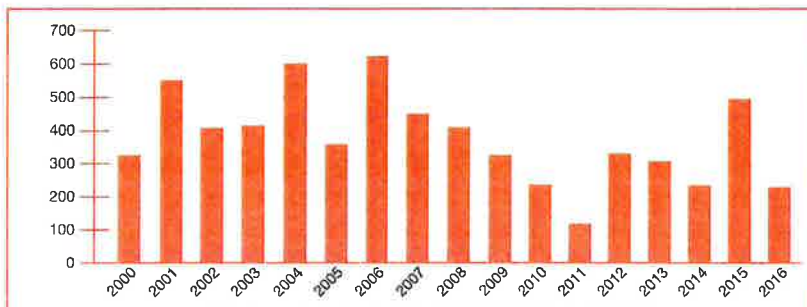
Figure 8. Rental Vacancy Rates in the Salem HMA, 2000 to Current



Note: The current date is August 1, 2016.

Sources: 2000 and 2010—2000 Census and 2010 Census; current—estimates by analyst

Figure 9. Multifamily Units Permitted in the Salem HMA, 2000 to Current



Notes: Excludes townhomes. Current includes data through July 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analysts

increased demand, caused apartment market conditions to tighten. As lenders became increasingly confident in the economic recovery, financing returned and builders increased apartment construction to an average of 240 units annually from 2010 through 2014.

An estimated 520 multifamily units are currently under construction, 200 of which are units in assisted living facilities. The most recent market-rate apartment complex to open was the 108-unit Encore Apartments in January 2016 in downtown Salem. Rents start at \$900 for one-bedroom units, \$1,015 for two-bedroom units, and \$1,325 for three-bedroom units. The 115-unit South Block Apartments opened in August 2015 in downtown Salem. The property began preleasing in May 2015 and was fully occupied by December 2015, averaging an absorption rate of 16 units per month.

Monthly rents by bedroom range from \$995 to \$1,300 for studios, from \$1,100 to \$1,400 for one-bedroom units, and from \$1,300 to \$2,500 for two-bedroom units and start at \$2,000 for three-bedroom units. Phase II of South Block Apartments is under construction and will consist of 63 units on completion in December 2016. Currently, 75 percent of the units have been preleased, and unit rents are the same as those for Phase I.

During the next 3 years, demand is expected for 2,025 new market-rate rental units in the HMA (Table 1), with demand the highest in the first year and tapering off in the second and third years. The 520 units currently under construction will satisfy part of the demand. Table 5 shows the forecast demand for new market-rate rental housing in the HMA by rent level and number of bedrooms.

Table 5. Estimated Demand for New Market-Rate Rental Housing in the Salem HMA During the Forecast Period

Zero Bedrooms		One Bedroom		Two Bedrooms		Three or More Bedrooms	
Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand
800 or more	100	1,000 to 1,199	550	1,200 to 1,399	870	1,400 to 1,599	310
		1,200 or more	60	1,400 or more	95	1,600 or more	35
Total	100	Total	610	Total	970	Total	340

Notes: Numbers may not add to totals because of rounding. Monthly rent does not include utilities or concessions. The 520 units currently under construction will likely satisfy some of the estimated demand. The forecast period is August 1, 2016, to August 1, 2019.

Source: Estimates by analyst

Data Profile

Table DP-1. Salem HMA Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total resident employment	169,023	170,874	182,900	0.1	1.2
Unemployment rate	5.3%	10.9%	5.4%		
Nonfarm payroll jobs	140,700	143,700	158,500	0.2	1.8
Total population	347,214	390,738	413,500	1.2	0.9
Total households	124,699	141,245	147,700	1.3	0.7
Owner households	79,746	87,643	87,450	0.9	0.0
Percent owner	64.0%	62.1%	59.2%		
Renter households	44,953	53,602	60,250	1.8	1.9
Percent renter	36.0%	37.9%	40.8%		
Total housing units	132,635	151,250	156,400	1.3	0.5
Owner vacancy rate	2.5%	2.4%	2.0%		
Rental vacancy rate	6.8%	7.0%	4.5%		
Median Family Income	\$43,200	\$58,200	\$57,200	3.0	- 0.3

Notes: Numbers may not add to totals because of rounding. Employment data represent annual averages for 2000, 2010, and the 12 months through July 2016. Median Family Incomes are for 1999, 2009, and 2015. The current date is August 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Data Definitions and Sources

2000: 4/1/2000—U.S. Decennial Census

2010: 4/1/2010—U.S. Decennial Census

Current date: 8/1/2016—Analyst's estimates

Forecast period: 8/1/2016–8/1/2019—Analyst's estimates

The metropolitan statistical area definition in this report is based on the delineations established by the Office of Management and Budget (OMB) in the OMB Bulletin dated February 28, 2013.

Demand: The demand estimates in the analysis are not a forecast of building activity. They are the estimates of the total housing production needed to achieve a balanced market at the end of the 3-year forecast period given conditions on the as-of date of the analysis, growth, losses, and excess vacancies. The estimates do not account for units currently under construction or units in the development pipeline.

Other Vacant Units: In the U.S. Department of Housing and Urban Development's (HUD's) analysis, other vacant units include all vacant units that are not available for sale or for rent. The term therefore includes units rented or sold but not occupied; held for seasonal, recreational, or occasional use; used by migrant workers; and the category specified as "other" vacant by the Census Bureau.

Building Permits: Building permits do not necessarily reflect all residential building activity that occurs in an HMA. Some units are constructed or created without a building permit or are issued a different type of building permit. For example, some units classified as commercial structures are not reflected in the residential building permits.

As a result, the analyst, through diligent fieldwork, makes an estimate of this additional construction activity. Some of these estimates are included in the discussions of single-family and multifamily building permits.

For additional data pertaining to the housing market for this HMA, go to huduser.gov/publications/pdf/CMARtables_SalemOR_17.pdf.

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This analysis has been prepared for the assistance and guidance of HUD in its operations. The factual information, findings, and conclusions may also be useful to builders, mortgagees, and others concerned with local housing market conditions and trends. The analysis does not purport to make determinations regarding the acceptability of any mortgage insurance proposals that may be under consideration by the Department.

The factual framework for this analysis follows the guidelines and methods developed by HUD's Economic and Market Analysis Division. The analysis and findings are as thorough and current as possible based on information available on the as-of date from local and national sources. As such, findings or conclusions may be modified by subsequent developments. HUD expresses its appreciation to those industry sources and state and local government officials who provided data and information on local economic and housing market conditions.

For additional reports on other market areas, please go to huduser.gov/portal/ushmc/chma_archive.html.

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Lucas Jackson/Reuters

How Luxury Housing Becomes Affordable

JOE CORTRIGHT AUG 1, 2017

One of the most common refrains in the affordable housing discussion is “developers are targeting the high end of the market” and new apartments are just unaffordable.

Of course, it's not that simple. Demand for new housing that isn't met by the construction of new high-end units doesn't disappear, it spills over into more modest housing, driving up rents for everyone. Building more high-end housing helps with affordability, because it keeps those with high incomes from outbidding those with lower incomes for the existing housing stock. (Just imagine what would happen to housing prices if you suddenly demolished 10,000 units of expensive housing.) And often, today's luxury units become tomorrow's affordable homes.

To understand this, just look to Portland's recent history. Housing blogger Iain MacKenzie, who tracks new housing and commercial developments at the definitive Next Portland website, shared with us a couple of fascinating historical clips from the city's paper of record, *The Oregonian*. They show that today's affordable housing often started life as self-described "luxury" housing when it was originally built.

The first example dates back a half century, to the 1960s, when in the wake of urban renewal the city was building a wave of new apartments. *The Oregonian* on January 9, 1966, described the city's booming market for new luxury accommodation:

Luxury apartments, which start at \$135 for a one bedroom unit and rapidly climb out of sight, have been sprouting in Portland at a breathless rate, and more are planned or abuilding. The total investment in such properties is certainly above the \$100 million mark here.

One of these complexes was the Timberlee in suburban Raleigh Hills, a close-in suburban neighborhood. According to *The Oregonian*, the Timberlee on SW 38th Place was one of the most prosperous of the 13 apartment complexes it examined in its story, with 97 percent of its 214 units rented.

The Timberlee Apartments are still around today. While none of the units are currently for rent, according to Apartments.com, rents in the area run from about \$1,000 for studios and one-bedroom units to \$1,300 and more for two-bedroom and larger apartments. By today's standards, the Timberlee seems modest, and a bit dated, rather than luxurious.

The Timberlee apartments are typical of those that were built around the country in the 1960s and 1970s. As I've chronicled, similar vintage apartments in the Atlanta suburb of Marietta, started life as the preferred housing of (mostly white) young couples and singles, but as they aged, became so affordable that they constituted low-income housing. The city spent \$65 million of taxpayer money to buy and demolish these apartments, displacing hundreds of families.

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-

A second clipping goes back just more than a century, to Christmas Day, 1910, when Portland was enjoying a small construction boom—interestingly, triggered by the advent of a tougher building code that would have made apartments more expensive or impossible to build in some neighborhoods. Just as with today's [inclusionary housing ordinance](#), there was a land rush as developers filed for building permits in advance of the deadline.

The 1910 article plays up the luxury of the new dwellings under construction.

The purpose of the builds is to establish a model for high-class apartments... The building will follow the latest style of construction in vogue in New York, and will embody the extreme of luxury with every possible attention given to comfort. Some new features in the way of modern conveniences will be introduced, the aim being to attract the desirable class of patrons, those who will be willing to pay as high as \$150 a month for the five and six room apartments which they house will contain.

One of the new luxury apartment buildings constructed in 1910 was the Belmont Court, on the city's growing East Side. Plans called for a modern 24-unit apartment building with a range of conveniences.

Some fine dwellings of this class are being planned for the East Side. MacNaughton & Raymond have designed for E. L. Taylor a three-story brick veneer apartment-house 50×100, to be built at East Fifteenth and Belmont Streets and to cost \$30,000. It will have seven three-room apartments on each floor and 24 in all, including the janitor's quarters and two other suites in the basement.

More than a century later, the Belmont Court building still stands. In fact, two of its apartments are for rent just now. According to Zillow, average apartment rents in Portland are about \$1,600 per month. With studio apartments renting at just under \$1,100, they're not exactly cheap, but they cost less per square foot than newly built units, and with a Walk Score of 92, there located in a neighborhood where one can conveniently live without a car.

Another interesting historical change. Described as three-room apartments when they were built, the Belmont Court apartments are today described as studios. They have a separate living area, kitchen and bathroom (each of which, a century ago, merited counting as a separate room). In an era when a large fraction of urban residents were boarders in boarding houses, a private kitchen and bathroom may indeed have been a luxury.

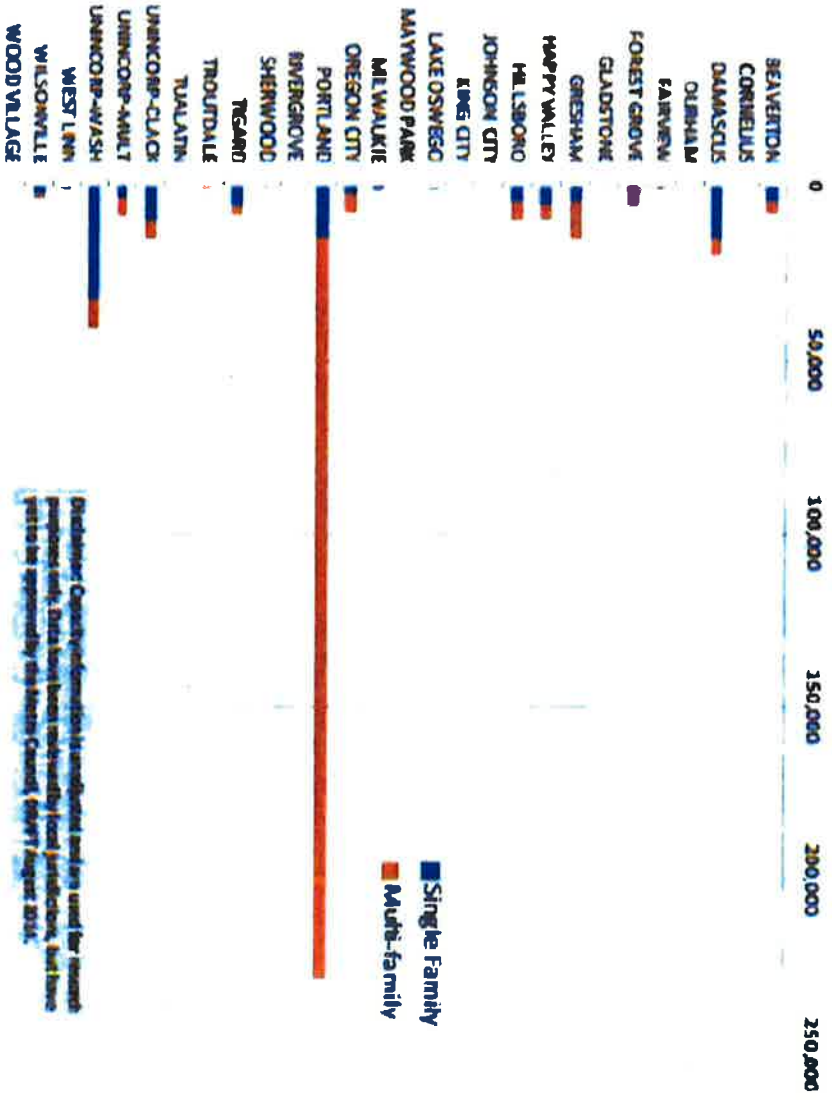
New housing is almost always built for and sold to the high end of the marketplace. It was that way 100 years ago and 50 years ago. But as it ages, housing depreciates and moves down market. The luxury apartments of two or three decades ago have lost most of their luster, and command relatively lower rents. And the truth is, that's how we've always generated more affordable housing, through the process that economists call "filtering." And the new self-styled "luxury" apartments we're building today will be the affordable housing of 2040 and 2050 and later.

What causes affordability problems to arise is when we stop building new housing, or build it too slowly to cause aging housing to filter down-market. When new high-priced housing doesn't get built, demand doesn't disappear, instead, those higher-income households bid up the price of the existing housing stock, keeping it from becoming more affordable. Which is why otherwise prosaic 1,500-foot ranch houses in Santa Monica sell for a couple of million bucks, while physically similar 1950's era homes in the rest of the country are either now highly affordable—or candidates for demolition.

Special thanks to Iain MacKenzie and NextPortland for their original research ideas and sharing these vintage news articles.

This article originally appeared on City Observatory.

Metro UGB Residential Dwelling Unit Capacity



Production Capacity information is unadopted and may not be used for financial purposes only. Data has been updated with local jurisdiction, but have not been approved by the Metro Council (08/27/2014).

SOURCE: 2014 UGR (Appendix 4, Figure 7)

Exhibit A
2040 POPULATION FORECAST DISTRIBUTION

Created: July 11, 2016

City population forecast to match 2015 FSI population estimates.
Estimates and forecasts are bounded by today's city limits.

Region Metro UGB

Clatsop County

Clatsop	11,506	12,083
Happy Valley	17,510	31,314
Johnson City	568	564
Lake Oswego	37,300	40,811
Astoria	20,509	21,149
Oregon City	33,840	41,887
Rivergrove	495	515
West Linn	26,606	27,864
Wilsonville	22,870	27,606
Union, Clatsop + formerly Damocan	104,353	148,716
Union, Clatsop County / Future city annex	95,728	116,447
Damocan / WRB within 2015 city boundary	10,625	32,269
Clatsop County / Inside UGB total *	271,648	354,414

Multnomah County

Fairview	8,940	9,708
Gresham	187,065	123,182
Nearwood Park	750	771
Portland	633,355	853,508
Trousdale	16,028	17,884
Vancouver	3,910	4,236
Union, Multnomah County / Future city annex	17,909	37,448
Multnomah County / Inside UGB total *	767,845	1,056,726

Washington County

Bastrop	94,215	108,651
Cornelius	11,980	17,492
Dunbar	1,880	1,996
Forest Grove	22,080	24,844
Hillsboro	97,480	128,981
King City	3,435	5,310
Shorewood	10,080	20,674
Tigard	88,280	84,781
Tualatin	26,590	27,372
Union, Washington County / Future city annex	213,495	308,279
Washington County / Inside UGB total	540,423	722,140

TOTAL Inside today's Metro UGB

1,582,910 2,132,364

OUTSIDE Metro UGB (including urban reserve/ Annex UGB adds)

Rural Other	42,355	59,608
Union, Clatsop County / Future city annex	84,567	100,836
Union, Multnomah County / Future city annex	9,541	12,315
Union, Washington County / Future city annex	25,802	82,017
TOTAL outside Metro UGB	162,465	254,776
THRESHOLD TOTAL	1,745,365	2,387,140

* Cities in multiple counties are calculated to the county of majority.

QuickFacts
Tualatin city, Oregon

QuickFacts provides statistics for all states and counties, and for cities and towns with a population of 5,000 or more.

Table

NI Topics	Tualatin city, Oregon
Population estimates, July 1, 2016, (V2016)	27,648
PEOPLE	
Population	
Population estimates, July 1, 2017, (V2017)	NA
Population estimates, July 1, 2016, (V2016)	27,648
Population estimates base, April 1, 2010, (V2017)	NA
Population estimates base, April 1, 2010, (V2016)	26,118
Population, percent change - April 1, 2010 (estimates base) to July 1, 2017, (V2017)	NA
Population, percent change - April 1, 2010 (estimates base) to July 1, 2016, (V2016)	6.6%
Population, Census, April 1, 2010	26,054
Age and Sex	
Persons under 5 years, percent, July 1, 2016, (V2016)	X
Persons under 5 years, percent, April 1, 2010	7.2%
Persons under 18 years, percent, July 1, 2016, (V2016)	X
Persons under 18 years, percent, April 1, 2010	26.9%
Persons 65 years and over, percent, July 1, 2016, (V2016)	X
Persons 65 years and over, percent, April 1, 2010	7.8%
Female persons, percent, July 1, 2016, (V2016)	X
Female persons, percent, April 1, 2010	59.9%
Race and Hispanic Origin	
White alone, percent, July 1, 2016, (V2016) (a)	X
Black or African American alone, percent, July 1, 2016, (V2016) (a)	X
American Indian and Alaska Native alone, percent, July 1, 2016, (V2016) (a)	X
Asian alone, percent, July 1, 2016, (V2016) (a)	X
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2016, (V2016) (a)	X
Two or More Races, percent, July 1, 2016, (V2016)	X
Hispanic or Latino, percent, July 1, 2016, (V2016) (b)	X
White alone, not Hispanic or Latino, percent, July 1, 2016, (V2016)	X
Population Characteristics	
Veterans, 2012-2016	1,319
Foreign born persons, percent, 2012-2016	12.5%
Housing	
Housing units, July 1, 2016, (V2016)	X
Housing units, April 1, 2010	16,829
Owner-occupied housing unit rate, 2012-2016	85.2%
Median value of owner-occupied housing units, 2012-2016	\$337,100
Median selected monthly owner costs -with a mortgage, 2012-2016	\$1,896
Median selected monthly owner costs -without a mortgage, 2012-2016	\$840
Median gross rent, 2012-2016	\$1,076
Building permits, 2016	X
Families & Living Arrangements	
Households, 2012-2016	10,829
Persons per household, 2012-2016	2.49
Living in same house 1 year ago, percent of persons age 1 year+, 2012-2016	85.1%
Language other than English spoken at home, percent of persons age 5 years+, 2012-2016	19.1%
Education	
High school graduate or higher, percent of persons age 25 years+, 2012-2016	93.3%
Bachelor's degree or higher, percent of persons age 25 years+, 2012-2016	43.2%
Health	
With a disability, under age 65 years, percent, 2012-2016	7.1%

Persons without health insurance, under age 65 years, percent	▲ 9.8%
Economy	
In civilian labor force, total, percent of population age 16 years+, 2012-2018	72.5%
In civilian labor force, female, percent of population age 16 years+, 2012-2018	64.8%
Total accommodation and food services sales, 2012 (\$1,000) (c)	78,342
Total health care and social assistance receipts/revenue, 2012 (\$1,000) (c)	0
Total manufacturers shipments, 2012 (\$1,000) (c)	2,103,583
Total merchant wholesaler sales, 2012 (\$1,000) (c)	785,593
Total retail sales, 2012 (\$1,000) (c)	478,254
Total retail sales per capita, 2012 (c)	\$17,901
Transportation	
Mean travel time to work (minutes), workers age 16 years+, 2012-2018	22.5
Income & Poverty	
Median household income (in 2018 dollars), 2012-2018	\$71,898
Per capita income in past 12 months (in 2018 dollars), 2012-2018	\$37,267
Persons in poverty, percent	▲ 10.9%

BUSINESSES

Businesses	
Total employer establishments, 2015	X
Total employment, 2015	X
Total annual payroll, 2015 (\$1,000)	X
Total employment, percent change, 2014-2018	X
Total nonemployer establishments, 2015	X
All firms, 2012	2,885
Men-owned firms, 2012	1,672
Women-owned firms, 2012	839
Minority-owned firms, 2012	334
Nonminority-owned firms, 2012	2,316
Veteran-owned firms, 2012	368
Nonveteran-owned firms, 2012	2,244

GEOGRAPHY

Geography	
Population per square mile, 2010	3,170.4
Land area in square miles, 2010	8.22
FIPS Code	4174850

Value Notes

▲ This geographic level of poverty and health estimates is not comparable to other geographic levels of these estimates

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Quick Info left of each row in TABLE view to learn about sampling error.

The vintage year (e.g., V2017) refers to the final year of the series (2010 thru 2017). Different vintage years of estimates are not comparable.

Fact Notes

- (a) Includes persons reporting only one race
- (b) Hispanics may be of any race, so also are included in applicable race categories
- (c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

Value Flags

- Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lower interval of an open ended distribution.
- D Suppressed to avoid disclosure of confidential information
- F Fewer than 25 firms
- FN Footnote on this item in place of data
- NA Not available
- S Suppressed; does not meet publication standards
- X Not applicable
- Z Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

City Population Census - Grown Estimates to 2040

City	2015 Actual Population Estimate	2020 Estimate	25 Year Growth (2015-2040)	Estimated Straight Line Annual Growth	Actual 5 Year Growth	2015 Census Data	1990 Census Data	Difference from 1990-2015	Difference Projected by 25 Years
Gladstone	11,505	12,083	578	23	611	12,116	10,152		
Hager Valley	17,510	32,314	14,804	592	2,194	19,704	15,19		
Johnson City	565	561	-4	N/A	N/A	N/A	N/A		
Lake Oswego	37,300	40,311	3,011	120	1,695	38,995	30,576		
Milwaukie	20,505	23,149	2,644	108	424	20,629	18,692		
Oregon City	33,940	41,857	7,917	317	2,346	36,288	14,696		
River grove	465	515	N/A	N/A	N/A	N/A	N/A		
West Linn	25,605	27,861	2,256	90	1,254	26,859	16,367		
Wilsonville	22,870	27,046	4,176	167	898	23,788	N/A		
Fairview	8,940	9,708	768	31	360	8,290	2,381		
Gresham	107,065	123,162	16,097	643	4,458	111,523	68,235		
Maywood Park	750	771	N/A	N/A	N/A	N/A	N/A		
Portland	613,355	863,508	250,154	10,008	26,508	638,663	437,319		
Trousdale	16,020	17,884	1,864	75	597	1,6617	7852		
Wood Village	3,910	4,288	N/A	N/A	N/A	N/A	N/A		
Beaverton	94,215	112,851	18,636	737	3,375	97,590	53,310		
Cornelius	11,900	17,432	5,532	221	514	12,414	6,148		
Durham	1,880	1,996	N/A	N/A	N/A	N/A	N/A		
Forest Grove	23,080	34,844	11,764	471	978	24,058	13,559		
Hillsboro	97,480	128,901	31,421	1,257	7,684	105,164	37,598		
King City	3,425	5,310	N/A	N/A	N/A	N/A	N/A		
Shenwood	19,080	20,874	1,594	64	214	19,294	3,093		
Tigard	49,280	68,701	19,721	777	2,622	51,902	29,334		
Tualatin	26,590	27,372	782	31	955	27,545	15,013		
TOTALS	1,247,265	1,842,910	595,645	15,126	57,672	1,285,217	785,856		

News

Wilsonville: A hot rental market?

Wilsonville outpacing other suburban cities with rent increases and unit prices

By:

[Shuly Wasserstrom](https://www.koin.com/meet-the-team/shuly-wasserstrom/846695948) (https://www.koin.com/meet-the-team/shuly-wasserstrom/846695948)

✉ (mailto:shuly.wasserstrom@koin.com)

Updated: Apr 06, 2017 05:53 AM PDT



Claire Green, The Wilsonville Spokesman - WILSONVILLE, Ore. ([WILSONVILLE SPOKESMAN](#)) --- When Samantha Andrews, 31, moved to Wilsonville in 2011 to be nearer to her job, the choice made sense from both a financial and practical standpoint.



Wilsonville resident and longtime renter Samantha Andrews moved to Wilsonville in 2011 to be closer to her job. Since then, she's put down roots and become attached to the community. But due to rent increases, Andrews may have to start considering relocation. (Spokesman/ Vern Uyetake)

She found a three-bedroom apartment at Berkshire Court for \$1,000 that she shared with a friend. After a year, Andrews moved out on her own and downsized to a two-bedroom, two-bath apartment at Sundial

Apartments for \$900 a month in 2012.

But throughout the Portland metro area, rent increases have been hitting multifamily-dwelling residents particularly hard in recent years. Management at apartment complexes largely cite a hot housing market for the trend and industry analysts typically agree, saying that the housing supply falls short of resident demand for space, allowing prices to rise or even skyrocket in some metro pockets.

One of the areas experiencing this climb in rent rates is Wilsonville.

An increase of nearly 100 percent in the last five years following each lease renewal has pushed Andrews' monthly rent up to \$1,800 and her financial situation to the brink.

"Me and my fiancé together struggle to make things come together, because when you add in electricity, internet, your cell phone and a car payment, you have nothing left," Andrews says, adding that despite having multiple incomes in her home, after being between jobs for a couple of months she almost couldn't keep the apartment. "I had to use my entire 401k to keep us afloat."

According to Clackamas County Assessments & Taxation Assessor Bob Vroman, a potent combination of market pressures has resulted in the current increases and heating market.

During the 2008 recession, Vroman says that that new construction projects throughout the region typically ground to a halt, with few exceptions. But between 2008 and 2017, in-migration from other states and more rural areas has created an imbalance where there is more demand for housing than there is inventory available. For those with budget limitations, these pressures can be crushing.

"The dynamics of the housing market have changed during these recovery years because of those factors," Vroman says.

According to apartment appraisal specialist Mark D. Barry of Barry & Associates, aside from market pressures, Wilsonville is unique compared to its suburban neighbors because of its optimal position on Interstate 5 between Portland and Salem and close proximity to industrial employers. This combination has attracted many large investment development firms over the years that built a number of complexes with 100-plus units that are run by equally large management companies.

But even for those who may be more willing or able to pay a higher premium for an apartment, pickings are sparse because of the influx to the market.

When Mike McCarty, native to and longtime resident of California, came to Wilsonville February of 2017 to become the new Wilsonville Parks and Recreation director, he was shocked by the prices and lack of availability of units on the market.

"They told me that it was a 2 percent vacancy rate for renters (in Wilsonville)," McCarty says. "And with my dog, they told me that it was .5 percent."

Even after securing something, McCarty said that the unit was both larger and more expensive than he wanted, but after having already lost one unit after taking time to think it over, he wasn't going to take any more chances.

"It's a hot market for sure," he says. "I just got really fortunate that something fell into my lap, but again, moving in, I had to take it sight-unseen because it was probably going to be the only chance I got."

Looking at countywide rent rates over the past three years collected by Clackamas County and compiled in its annual, countywide rent studies, in 2013 median quality, one-bedroom apartments went for \$675. Those same apartments jumped to renting for \$825 in 2014 and \$950 in 2015.

"Although it's a generalization, we probably haven't seen the same level of increase that you see closer in to the Portland metropolitan core area, because we're still a suburban market, so we probably saw those significant increases start a little bit later and begin to certainly increase," Vroman says.

Although numbers are still coming in from the final quarter of 2016, Vroman estimates that the initial numbers are tracking very closely to Portland numbers, with rents increasing in the 8-11 percent ballpark for 2016.

According to Clackamas County Appraisal Supervisor Lynn Longfellow, the market isn't looking like it's going to start cooling down anytime soon.

"People are still coming here," Longfellow says. "Our unemployment rate is low so people are employed... but the pressure on the rental market is really, really hard."

For renters like Andrews, these market pressures are inescapable and she says that they're "the reality that we're in right now." But she also admits that this knowledge doesn't make the situation any less bitter a pill to swallow.

"At the very least, people should know what they are getting into before they make the choice to begin a life in Wilsonville," Andrews says. "Had I known this would happen, I might have started my life somewhere else but now I'm rooted in this community and would be very lost if, and probably when, I have to leave it."

The Wilsonville Spokesman is a KOIN media partner.

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From: [Phil Johanson](#)
To: [Aquila Hurd-Ravich](#)
Cc: rfragliano@sherwood.k12.or.us; [Karen Perl Fox](#); [Jim Rose](#)
Subject: Re: Basalt Creek Concept Plan
Date: Friday, July 20, 2018 9:37:32 AM

Dear Acquilla,

The Sherwood School District has followed the development of the Basalt Creek Concept plan. We understand that the draft plan provides for approximately 581 households.

We have been asked whether the Sherwood School District has plans to site new facilities in the planning area to address expected student growth. We are monitoring projected student growth. However, the Sherwood School District presently does not have plans to locate school facilities within the planning area.

Sincerely,

Phil Johanson



On Mon, Jul 2, 2018 at 1:29 PM, Aquilla Hurd-Ravich <AHURD-RAVICH@tualatin.gov> wrote:

Hello Phil and Rob,

It has been quite some time since we last connected on the Basalt Creek Concept Plan, a joint effort between City of Wilsonville and City of Tualatin. We are very near the end of the planning process and getting ready for adoption by both City Councils. Based on the land uses assigned in the concept plan the area will produce approximately 581 households. We have drafted the findings below to address Metro's code requirements for concept plans. One of which requires us to address school facilities. The last time we talked about school facilities for these new households was at a 2016 meeting with multiple agencies, and at that time we understood that the Sherwood School District did not have any plans to locate a new facility in the Basalt Creek area.

We need a written response confirming the Sherwood School District has no plans to locate a new facility in the planning area or if there are plans to locate a school there we should discuss. Also, if you are able to comment about how new students may be served that would be helpful. We included language from your website which describes the purpose of the bond measure passed in 2016. Given that Basalt Creek Concept Plan is in the Sherwood School District it seems that the bond measure could be one measure to accommodate new students.

3.07.1120 Planning for Areas Added to the UGB

(C) (5). Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110;

Findings: Existing schools are expected to accommodate future student population and no new facilities are planned within the area. Capacity determinations will need to be made as development progresses. Basalt Creek is located in the Sherwood School District and in 2016 the voters in the District approved ballot measure 34-254 approving a bond. This bond project will allow the District to accommodate an additional 2,000 students district-wide (according to information on the District's website <http://www.sherwood.k12.or.us/information/bond-visioning-process>).

The Basalt Creek Concept Plan was coordinated with local school districts. The Sherwood and Tigard-Tualatin school districts participated in the Agency Review Team to provide support and concurrence with the concept plan. The school district will calculate the need for new schools based upon demographic and density estimates for future development in the Basalt Creek Area according to operational standards related to the number of students allowed per school. The final development scenario estimates 581 future households in the Basalt Creek planning area. The planning area currently falls within the Sherwood School District. This district has an estimated enrollment of 5,158 and includes four elementary schools, two middle schools, Sherwood High School, and Sherwood Charter School.

Provision of any new schools will be coordinated with representatives of all nearby school districts for capital planning. The planning area is located very close to Tualatin High School. The Tigard-Tualatin School District has an estimated enrollment of 12,363, and includes ten elementary schools, three middle schools, and two high schools. A private high school, Horizon Christian, is located within the planning area and currently serves 160 students but plans significant expansion in the future. **The addition of hundreds of new households can be expected to impact existing school districts, but at this time no district has indicated that they plan to locate any new facilities within the planning area.**

This is such a long email that I will give both of you a call to follow up with any questions you may have.

Thank you,

Aquilla Hurd-Ravich

Community Development Director

City of Tualatin | Community Development Department

503.691.3018 | www.tualatinoregon.gov

Please note my new office phone number

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

July 24, 2018

Aquilla Hurd-Ravich
Community Development Director
City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, OR 97062

Aquilla:

Metro staff has reviewed the recently completed Concept Plan for Basalt Creek. Basalt Creek was added to the Urban Growth Boundary by the Metro Council in 2004 to provide additional Employment and Industrial land. Based on this history, the Basalt Creek Concept Plan was reviewed under the requirements in Section 3.07.1120 of Title 11 of the Urban Growth Management Functional Plan.

As the Metro staff liaison to this project, I commend the Cities of Wilsonville and Tualatin, as well as the consultant team for conducting a professional and thorough process in working with area residents, various partner jurisdictions, and other impacted stakeholders. Metro recognizes that the Basalt Creek Concept Plan area presents its own set of challenges for urbanization; however, we believe the plan is a good blueprint for achieving an important Regional economic outcome that respects the previous planning and long-term infrastructure investments that have been made in the area.

Based on our review, Metro finds that the Draft Basalt Creek Concept Plan meets the intent of, and demonstrates substantial compliance with, Title 11 requirements. The City may now proceed with adopting the plan and moving on to preparing the area for its eventual transition to urban development. Should any element of the plan be changed during the adoption process, by either the City of Tualatin or City of Wilsonville, Metro will re-evaluate the plan for compliance issues.

We look forward to the next steps in the process and future implementation efforts in this area. Additionally, we will continue to offer our assistance as City staff moves forward to fulfill the requirements of Metro policy and code.

If you have any questions regarding this letter please do not hesitate to contact me at 503-797-1833.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Harper", written over a horizontal line.

Brian Harper
Senior Regional Planner

cc: Councilor Craig Dirksen, Metro District 3
Martha Bennett, Metro Chief Operating Officer
Elissa Gertler, Metro Planning & Development Director
Roger Alfred, Senior Attorney, Office of Metro Attorney
Chris Deffebach, Washington County



City of Tualatin

Attachment M:

Minutes from Tualatin City Council June 25, 2018





Present: Councilor Frank Bubenik; Council President Joelle Davis; Councilor Paul Morrison;
Councilor Jeff DeHaan; Councilor Robert Kellogg

Absent: Mayor Lou Ogden; Councilor Nancy Grimes

Staff City Manager Sherilyn Lombos; City Attorney Sean Brady; Police Chief Bill Steele;

Present: Planning Manager Aquilla Hurd-Ravich; Deputy City Recorder Nicole Morris;
Management Analyst II Kelsey Lewis; City Engineer Jeff Fuchs; Senior Planner Karen
Fox; Parks and Recreation Director Ross Hoover

CALL TO ORDER

Council President Davis called the meeting to order at 5:03 p.m.

1. ***Basalt Creek Concept Plan Update.***

Community Development Director Aquilla Hurd-Ravich and Senior Planner Karen Fox presented an update on the Basalt Creek Concept Planning process. Director Hurd-Ravich stated the concept plan tonight is a draft and is nearing completion. She noted staff is required to complete this phase by mid-August in order to comply with the IGA between Metro, Washington County, and both Cities. She reviewed key actions to date for the concept plan. Planner Fox briefly explained the definition of a concept plan. She stated the Basalt Creek concept plan has established the vision for urbanization, jurisdictional boundaries, future land uses, conceptual level plans, recommendations on high-level designs, and includes implementation and phasing options. Planner Fox spoke to the key elements for the plan including jurisdictional boundary determinations, land use and development concepts, transportation, transit, bike and pedestrian trails, parks and open spaces, natural resources, utilities, and implementation and phasing options. The next step to conclude the process is adoption of the concept plan. Meetings with both Planning Commissions and City Councils have been for adoption. Once the plan is adopted each city can begin comprehensive plan amendments and begin the annexation process.

Councilor Bubenik asked if the Basalt Creek area is on the radar of the Sherwood School District as they are already at capacity and new students would be in their district. Director Hurd-Ravich stated the district has been part of the agency review team since the beginning and are aware of the potential impacts.

Councilor Bubenik asked about SMART transit taking over transit in the area. Director Hurd-Ravich stated that option has not been explored at this time. She state the transit to the area would most likely be a combination of Tri-Met and SMART.

Councilor Bubenik asked who would have jurisdiction over Kinsman Road. Director Hurd-Ravich stated it is not included in the plan and Wilsonville was fine with that.

Councilor Bubenik asked about the ability for Washington County to accommodate the storm water in the area. Director Hurd-Ravich explained the culverts in the area would need to be upgraded as building occurs to meet the new capacities.

Councilor Bubenik asked when the last cost estimates for the project had been updated. Director Hurd-Ravich stated the cost estimates in the plan are from 2016.

Council President Davis asked who would get to make decisions on trails in the area. Director Hurd-Ravich stated there would need to be coordination between the cities.

Councilor Morrison asked what would happen if the Council doesn't adopt the concept plan. City Attorney Brady state Washington County would take the planning away from the cities. He noted that loss could lead to uncertainty in the process for the City.

Councilor Morrison stated he is concerned with the direction of the vision of the plan. City Manager Lombos stated asked which piece he was concerned with. Councilor Morrison stated his concerns are with the central sub-area and the decisions being made on the land uses there.

Councilor Kellogg asked if each city would provide its own utilities to the area and if so, if that would increase the costs of development. Director Hurd-Ravich stated at the time it was decided each city would provide their own utilities as to keep the planning moving forward.

Councilor Kellogg asked if the trip count would be tracked once development starts. Director Hurd-Ravich stated if land use stays consistent with the concept plan the trips would be in the right range. If the concept plan changes further analysis would need to be completed.

Councilor Kellogg asked if the Ice Age Tonquin Trail has been put back into the TSP and if there is a timeline for completion. City Attorney Brady stated the issues around it have been resolved through LUBA. Director Hurd-Ravich added a timeframe has not been established for completion.

Councilor DeHaan asked if anyone on the Council has an issue with the jurisdictional boundary. Council President Davis stated there is not a lot of choice at this point in the planning regarding the boundary.

Council President Davis asked is the comprehensive plan amendments would come before Council for approval. Director Hurd-Ravich stated they would.

Council President Davis asked if the citizen involvement process will continue after the concept plan adoption. Director Hurd-Ravich stated the efforts would continue throughout the comprehensive plan updates.

2. *Tualatin Moving Forward Update.*

City Manager Sherilyn Lombos and Public Works Director Jeff Fuchs presented an update on the Transportation Funding Measure: Tualatin Moving Forward. City Manager Lombos thanked the Council and Voters for passing the bond. She recapped what was promised to citizens including congestion relief, neighborhood safety, and access to schools. Other items promised included a defined project list, completed projects in 3-5 years, and geographic distribution. Director Fuchs spoke to known key projects including the Garden Corner Curves, Tualatin- Sherwood Road, Sagert- Martinazzi Intersection, and the Boones Ferry- Siletz Intersection. He spoke to two citywide programs focused on pedestrian crossings and driver feedback signs. He stated after the key projects and programs are funded it leaves around \$9.7 remaining to be distributed. Director Fuchs spoke to prioritization for the remaining projects on the list. He suggested criteria including the ability to quickly deliver, safety, community support, traffic flow and connectivity, serves a large population, geographic distribution, and community and council priority.

Councilor Bubenik would like to see a cost benefit analysis on the projects.

Council President Davis would like to see a scoring system implemented based off the suggested criteria.

Councilor Bubenik stated he would like to see the CIO's involved in the prioritization process.

Councilor DeHaan asked about the ability to leverage these funds. Public Works Director Fuchs stated they would speak to that later in the presentation.

Councilor Kellogg would like to tour the remaining projects on the list in person.

Councilor Morrison would like to make sure a crosswalk project at the High School is considered.

Councilor Bubenik would like to see if there would be cost savings available by linking certain projects together.

City Manager Lombos spoke to next steps. She stated the primary goal is to keep the public informed and the momentum going. Staff plans to do this by rebranding and relaunching the program as Tualatin Moving Forward. Staff will provide regular reports to City Council, CIO's, the Chamber, and local media. Branded site signage on all projects will be used and celebrations will be held for completed projects.

Councilor DeHaan asked if the driver feedback signs could be branded.

Councilor Kellogg asked if it is possible to have ticketing mechanisms placed in the driver feedback signs.

Director Fuchs spoke to the ability to leverage funds through existing grants, Safe Routes to Schools funding, and other future opportunities. The program delivery timeline was presented to Council.

Councilor Kellogg asked if projects associated with schools could be moved further up on the lists as top tier projects.

4. ***Council Meeting Agenda Review, Communications & Roundtable.***

Council President Davis requested a brief refresher on rules around fireworks be presented at the Council meeting.

ADJOURNMENT

The work session adjourned at 6:54 p.m.

Sherilyn Lombos, City Manager

 / Nicole Morris, Recording Secretary

 / Lou Ogden, Mayor



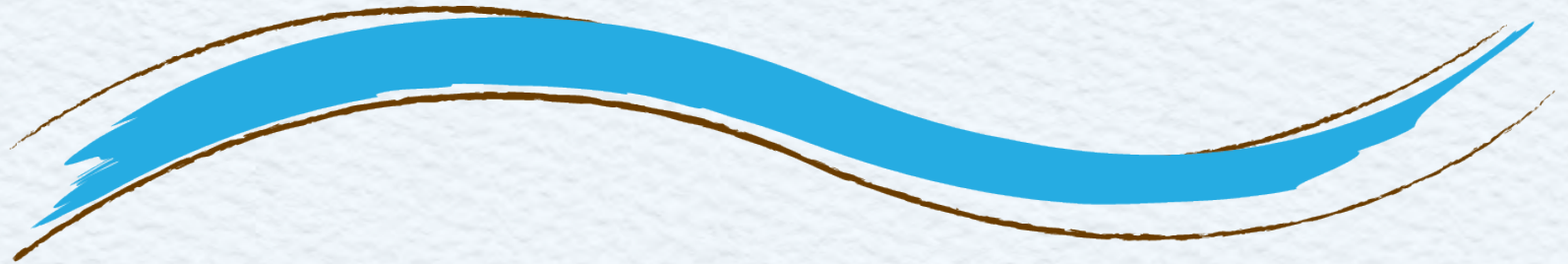
City of Tualatin

Attachment N:

Presentation to Tualatin Planning Commission
July 19, 2018



Basalt Creek
Concept Plan



**Tualatin Planning
Commission Meeting**

July 19, 2018

Purpose Tonight

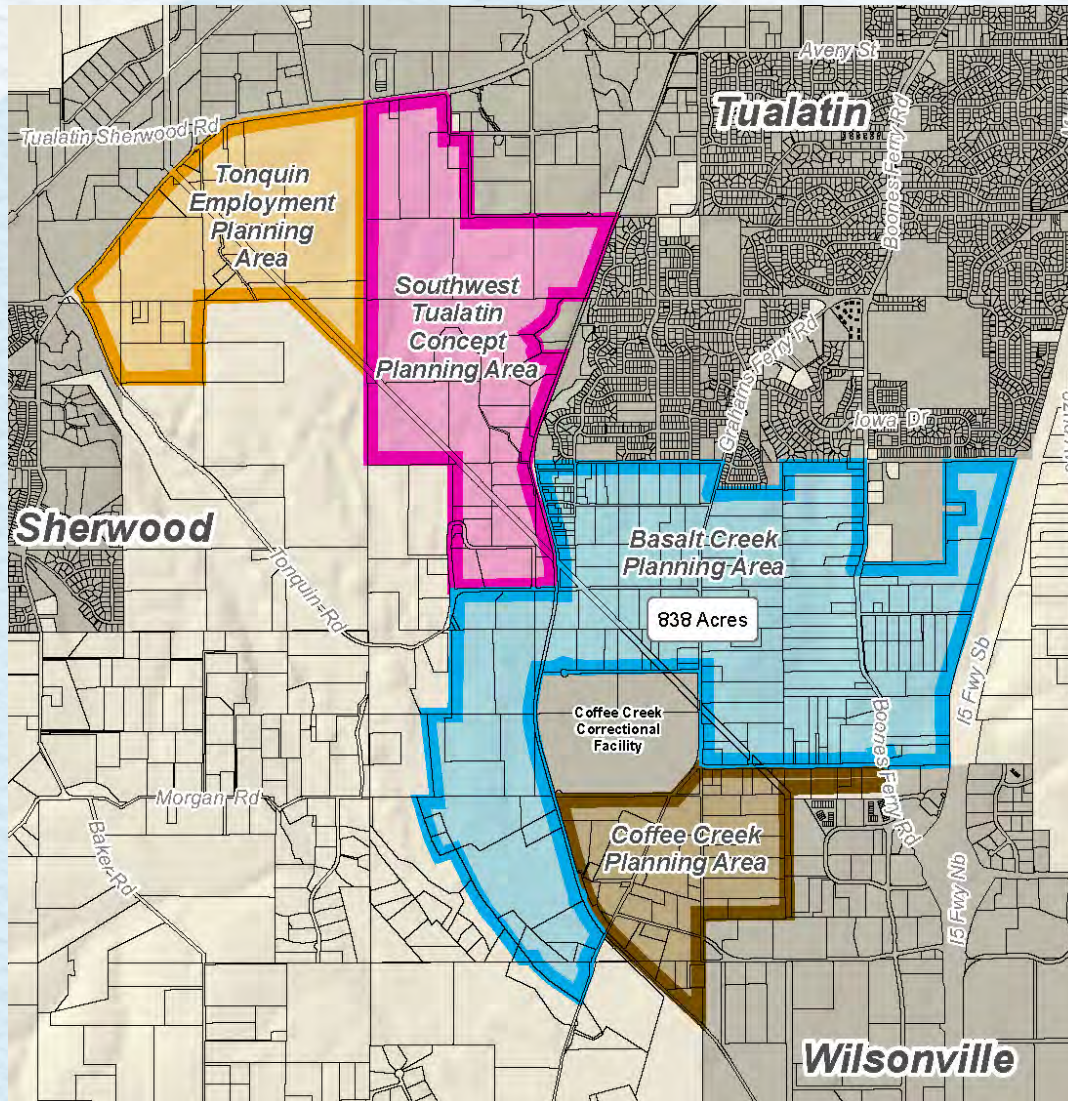
Public Meeting on Basalt Creek Concept Plan:

- Update Planning Commission on the final plan prior to Council Public Hearing.
- Resolution to Adopt Basalt Creek Concept Plan scheduled for Aug 13, 2018.
- On target to meet 120 day schedule per 2018 IGA with Metro, Washington County and Cities.

Presentation includes:

- Project History
- Basalt Creek Concept Plan (final draft)
 - Overview
 - Key Elements in Plan
 - Implementation
- No action requested at this time.

Basalt Creek Planning Area in County / Regional Context



Project History

- **2004:** Metro brought Basalt Creek Planning Area into UGB
- **2010:** Metro awarded CET Grant to fund Concept Planning
- **2011:** Concept Planning Inter-governmental Agreement
- **2011-2013:** Washington County, Metro, Tualatin, and Wilsonville with ODOT participating to define transportation spine
- **2013 Basalt Creek Transportation Refinement Plan adopted**
- **2014-2016:** Basalt Creek Concept Planning & Scenario Analysis

Project History

- **2017-2018:** Central Subarea studies
- **January 2018:** IGA executed to resolve the Central Subarea land use designation
- **May 2018:** Central Subarea arbitration complete, 120-day adoption period begins
- **July 2018:** Basalt Creek Concept Plan - final draft for review

What is a Concept Plan?

- **Identifies a vision and guides future** land use and transportation decisions for the planning area.
- **Ensures area has capacity** to contribute to local and regional land use and transportation goals.
- **Ensures compliance with state land use goals, regional policies, and other plans**, including existing transportation plans.
- **Sets the framework for future development and outlines implementation for future:**
 - **urban services** (transportation, water, sanitary sewer, and storm water systems)
 - **public services** (such as transit, parks, and open space), and
 - **natural and cultural resources protection**

Overview: Basalt Creek Concept Plan

- Establishes **vision** for **urbanization** of the Basalt Creek area
- Establishes new **jurisdictional boundary** between Cities of Tualatin and Wilsonville
- Identifies **future land uses** on Basalt Creek Land Use Concept Map
- Provides **conceptual level plan** for transportation and infrastructure
- Recommends **high-level designs** for transportation and infrastructure systems to support future development
- Includes **implementation measures and phasing options**

Decision Making Process

Joint Council

Agency Review Team

Project Management Team

Public Engagement



Focus
Groups
2014



Design
Workshop
2014



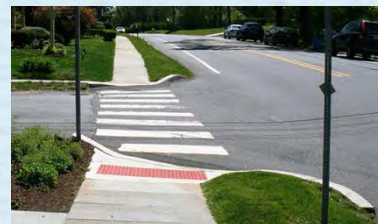
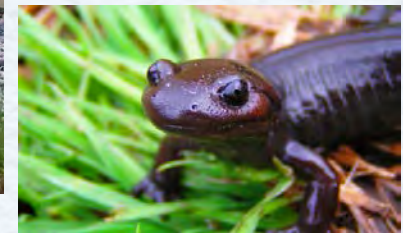
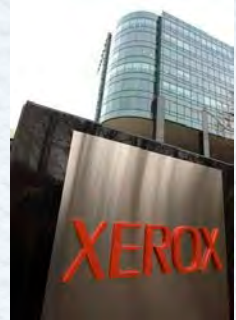
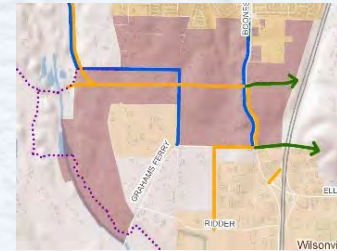
Open
House
2016

Public Input at Design Workshop

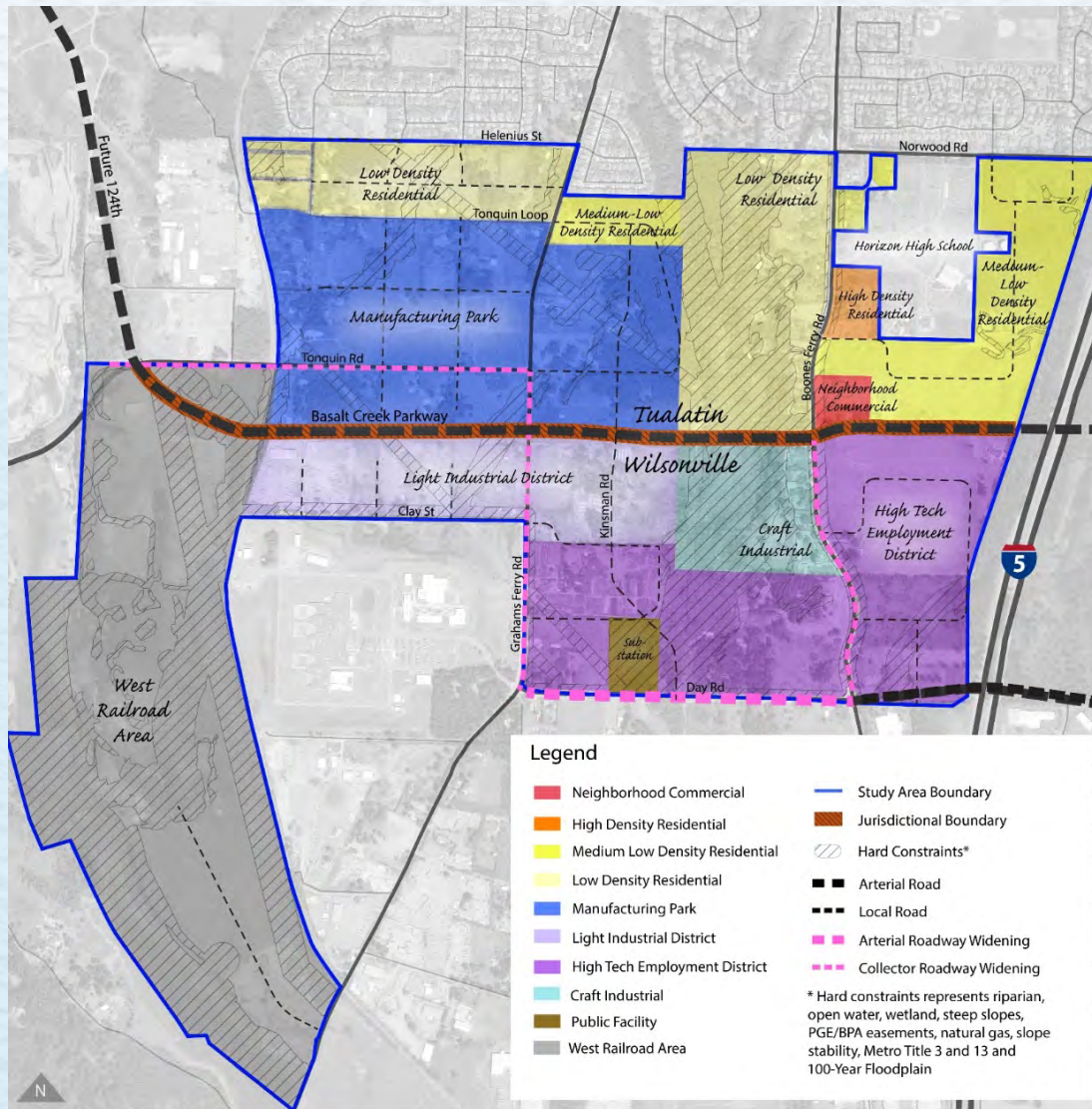


Key Elements: Basalt Creek Concept Plan

- Jurisdictional Boundary
- Land Use and Development
- Transportation
- Transit
- Bicycle, Pedestrian and Trail Network
- Parks and Open Space
- Natural Resources
- Utilities: Water, Sewer, Stormwater
- Implementation



Land Use Plan/Jurisdictional Boundary

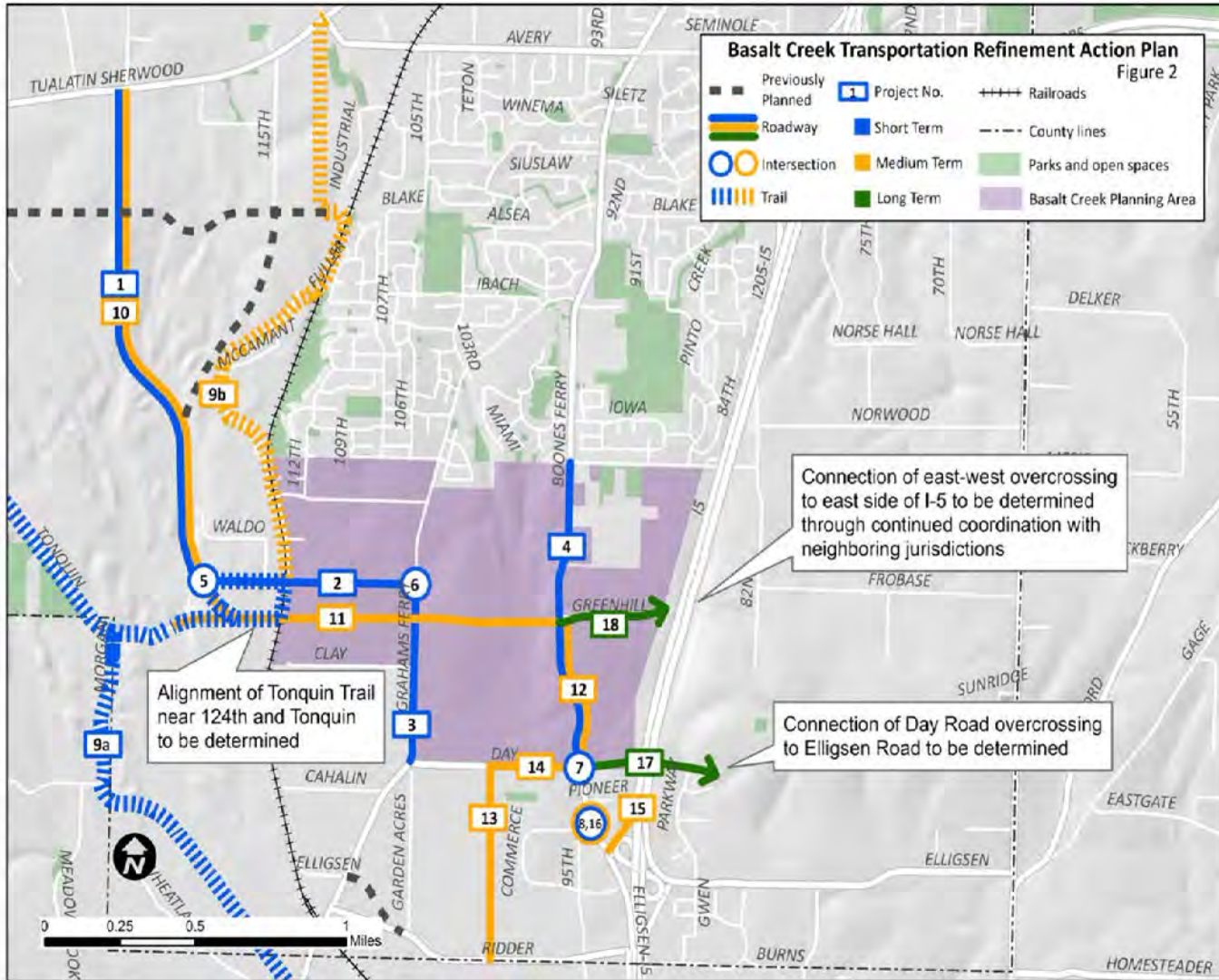


- **Tualatin:** Land Uses are mix of employment and housing.
- **Housing in northern part of Planning Area** meant to buffer existing residential neighborhoods from non-residential.
- **Wilsonville:** Land uses focus on employment.
- **Land use types and densities** were balanced to provide for regional employment capacity, buffering for residential and to limit negative impacts from congestion and traffic levels.

Snapshot: Land Use, Acreage, Trips

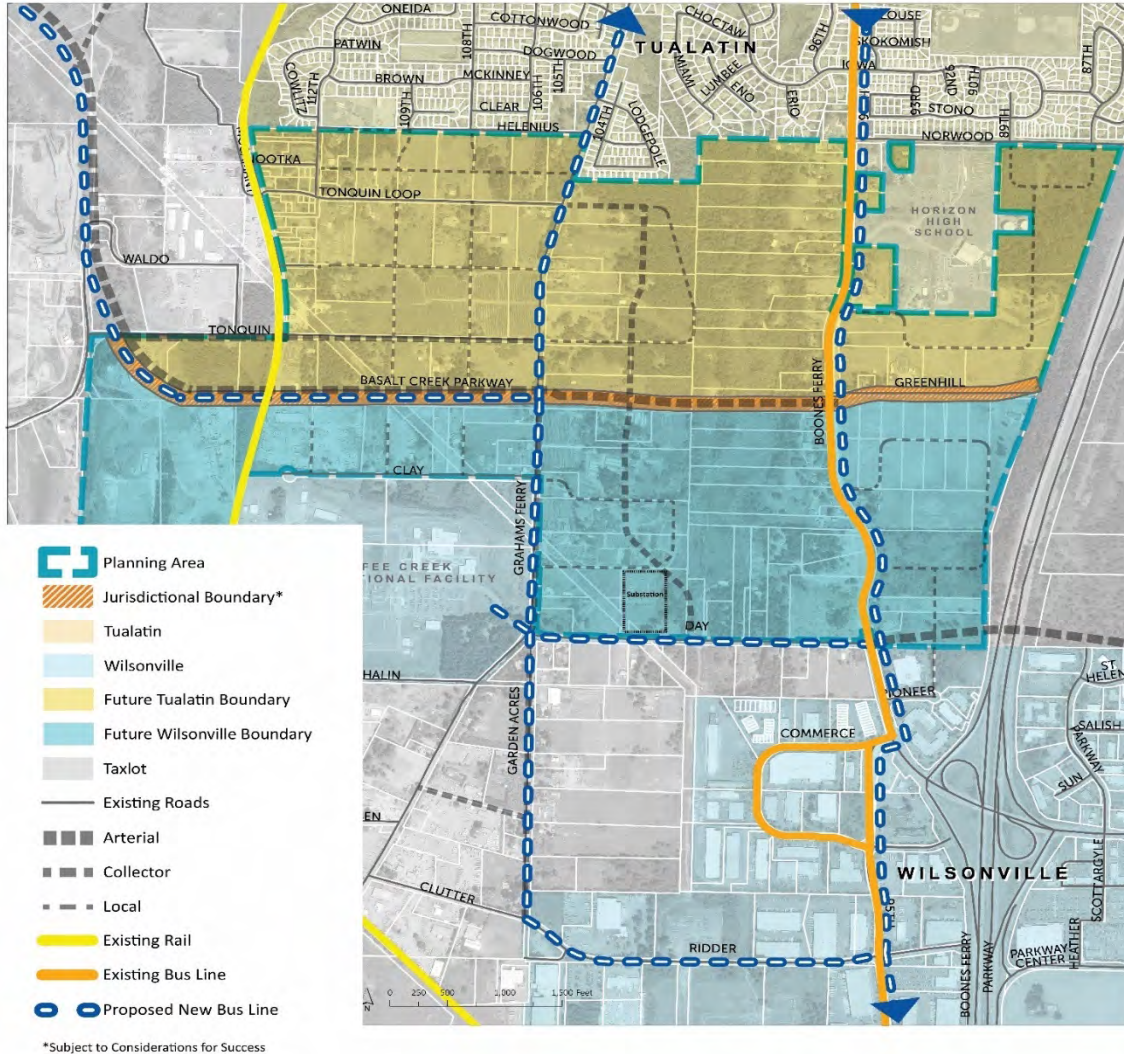
Broad Development Types in Acres	Tualatin	Wilsonville
Employment	96 ac (52%)	131 ac** (100%)
Residential	88 ac (48%)	0 ac
Total	184 ac*	131 ac*
Households	575	6
Jobs	1,929	2,524
Trips	1,111	951
*unconstrained developable acres ** with possibility of 6 live/work units		

Transportation: Refinement Plan

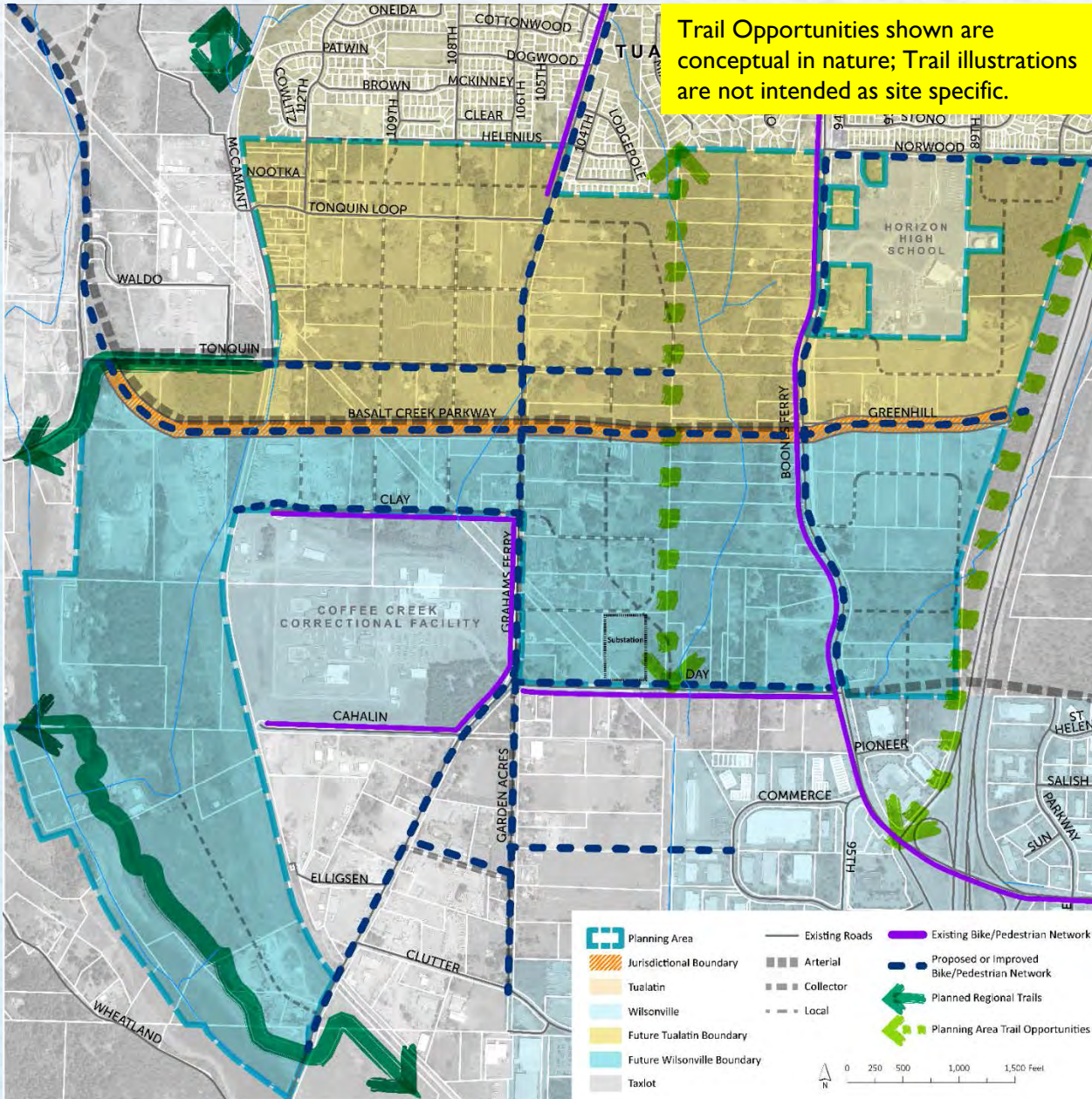


Future Transit Framework

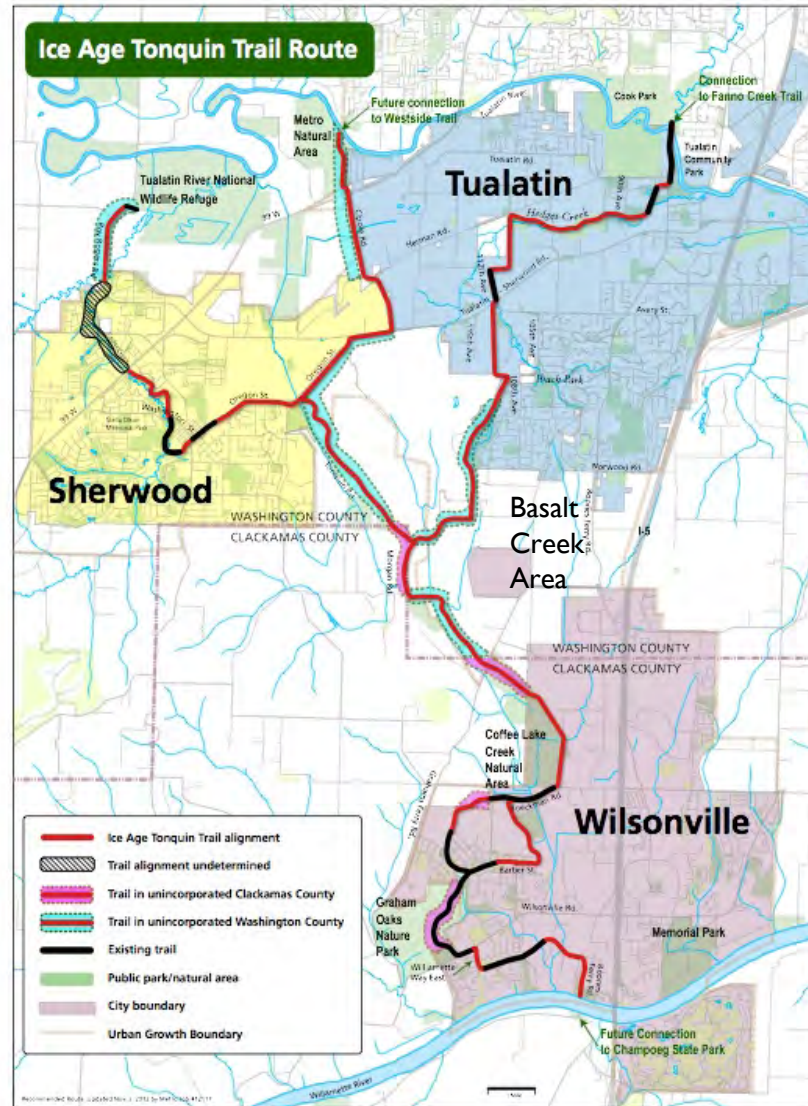
- TriMet & SMART
- Build on existing bus routes
- New north-south and east – west service
- WES opportunity



Bikes, Trails, & Pedestrian Network



Parks, Open Spaces & Trails



- The Basalt Creek Canyon natural area spans both Cities
- Opportunities for regionally-connected trails & open space
- Cities will incorporate Basalt Creek area into their respective Parks Master Plans
- Cities will coordinate on trail planning particularly as it relates to the Basalt Creek Canyon

Implementation & Phasing Strategy

- **Primary goal** was to develop a land use plan, map and implementation strategy.
- **Implementation measures** include recommendations for sequential action items necessary to ready the Basalt Creek Planning Area for future development.
- Implementation will largely take the form of **comprehensive plan amendments** (and zoning) consistent with the Concept Plan.
- **Phasing options** are included in the plan. Utility improvements will be made as properties are annexed into each city, so phasing will be driven by the pace of development.
- **Either City may** decide to invest in service extension as a way to spur development, or help a group of investors develop an area.

Implementation Process/Next Steps

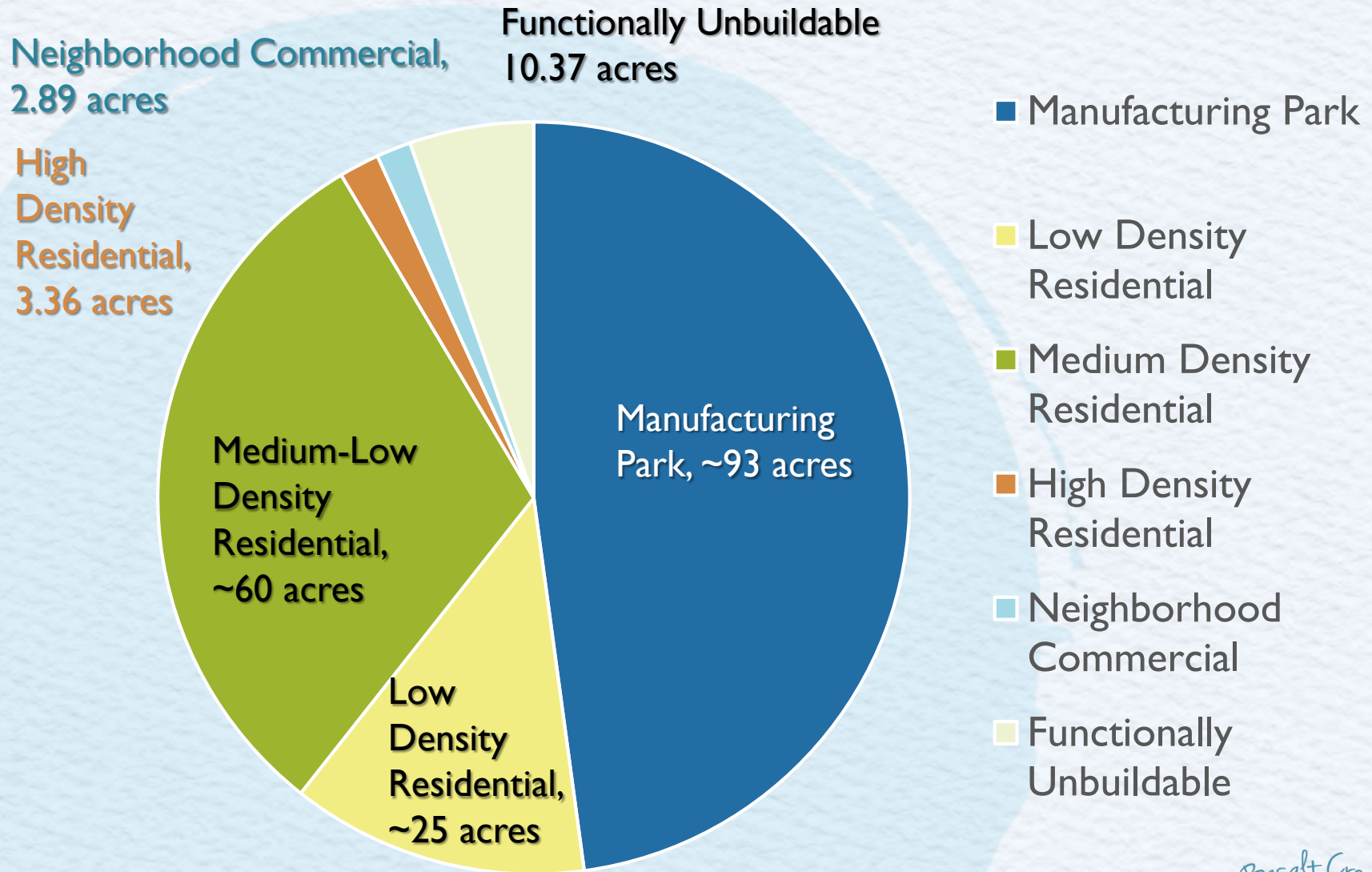
- Adoption Timeline
 - July 23, 2018 Tualatin City Council Public Hearing/Adoption
 - Aug 6, 2018 Wilsonville City Council: Adoption
 - Aug 13, 2018 Tualatin City Council Meeting: Resolution
- Update Urban Planning Agreements (both cities, spring 2019)
- Update Comprehensive Plans (both cities by 5/2019)
- Review (update as needed) zoning/development code
- Annexation for Basalt Creek begins - at the option of property owner for both Tualatin and Wilsonville.

Planning Commission:

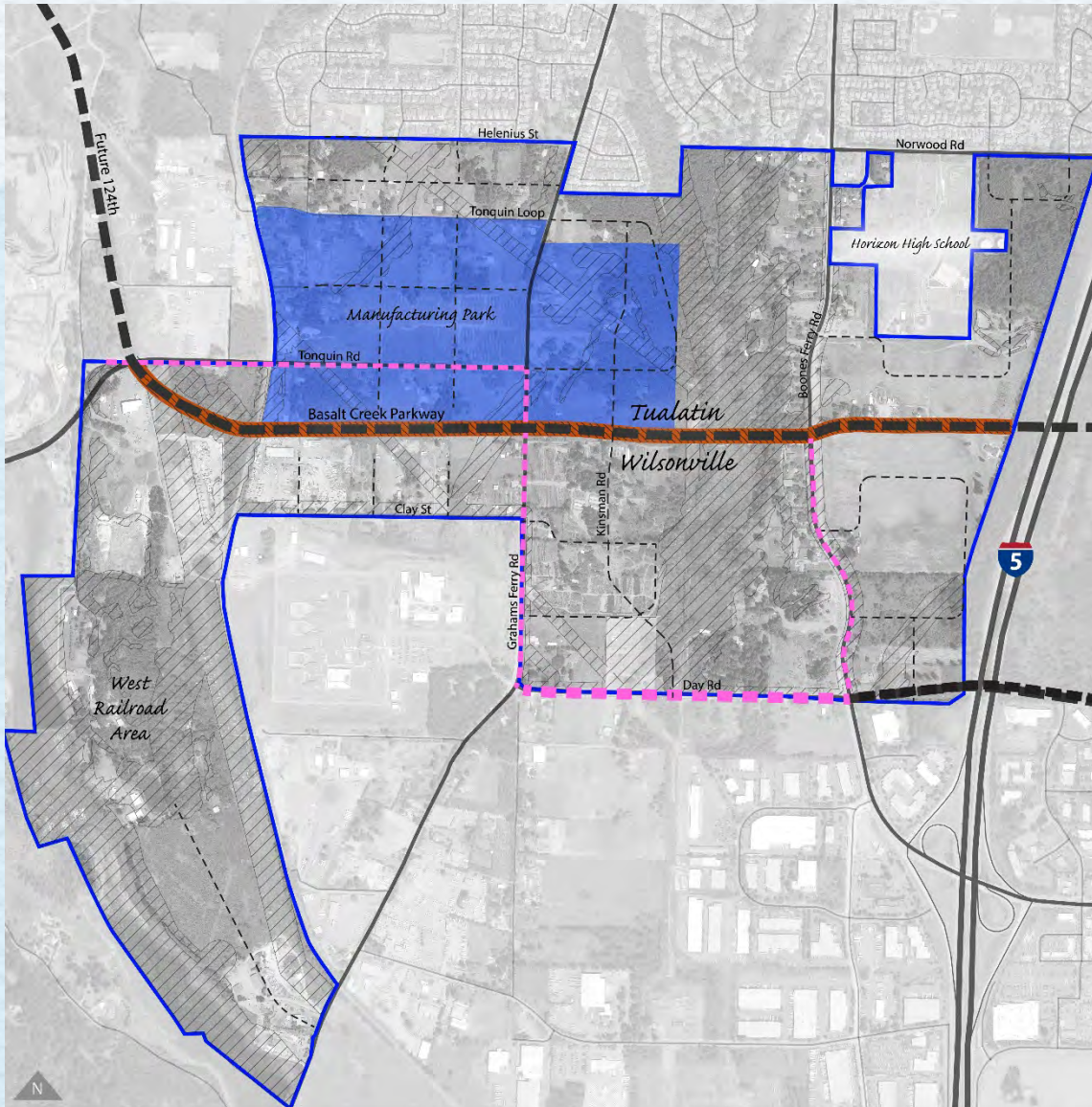
- No action at this time.
- This was an update prior to public hearing.
- PC action will come with Comprehensive Plan amendments.

Questions, Discussion, Comments.

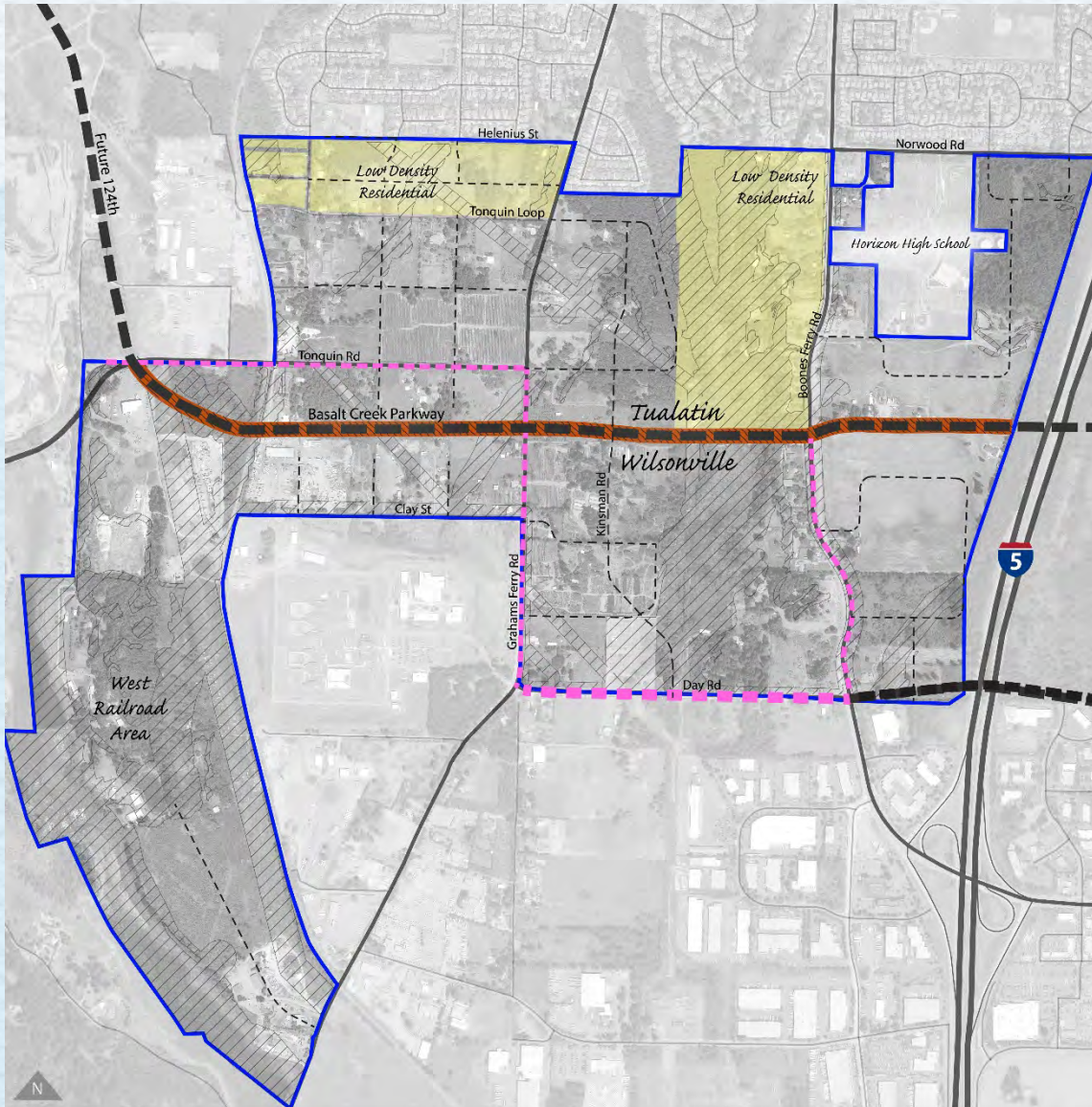
Tualatin Land Use Mix



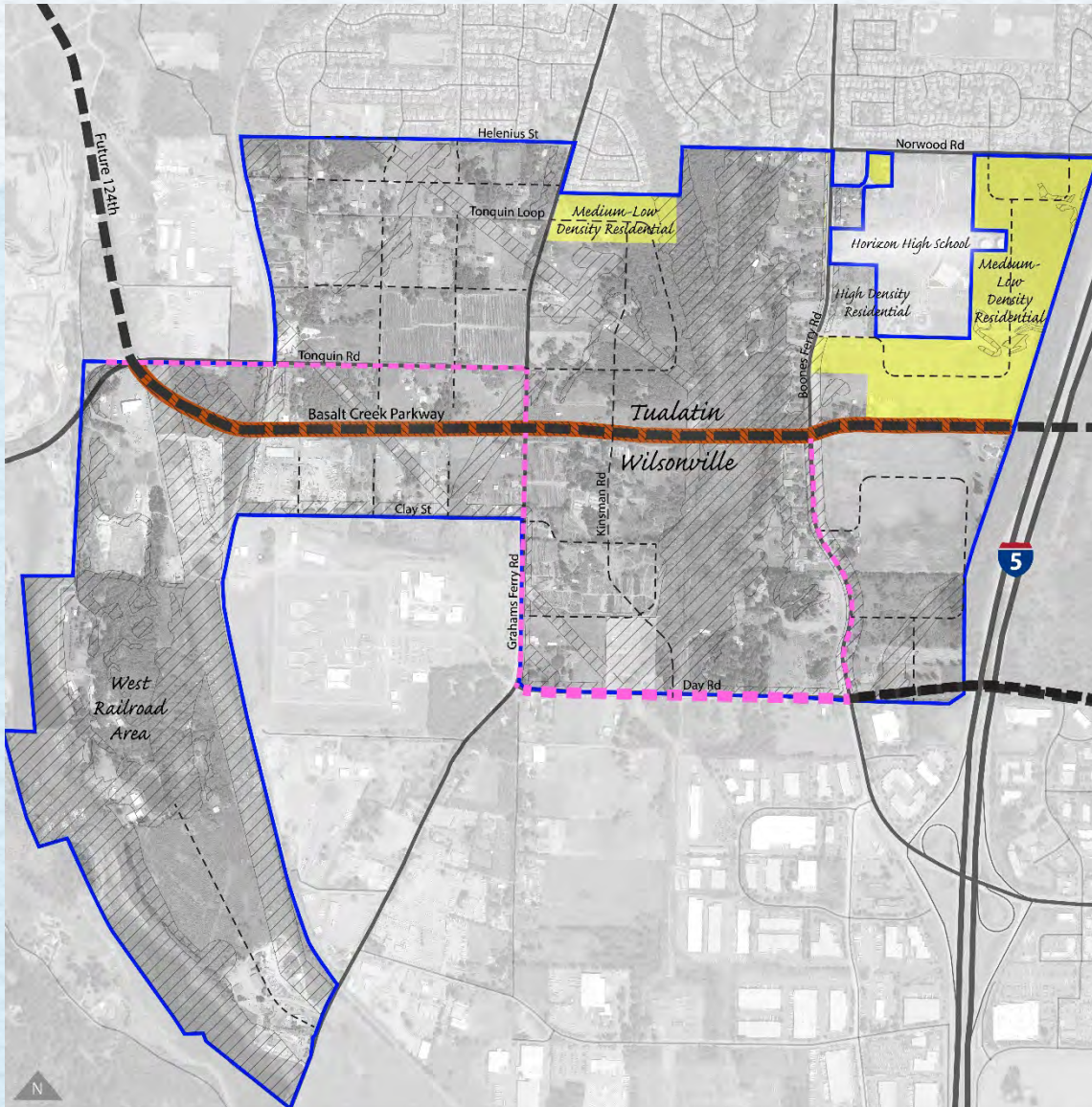
Manufacturing Park



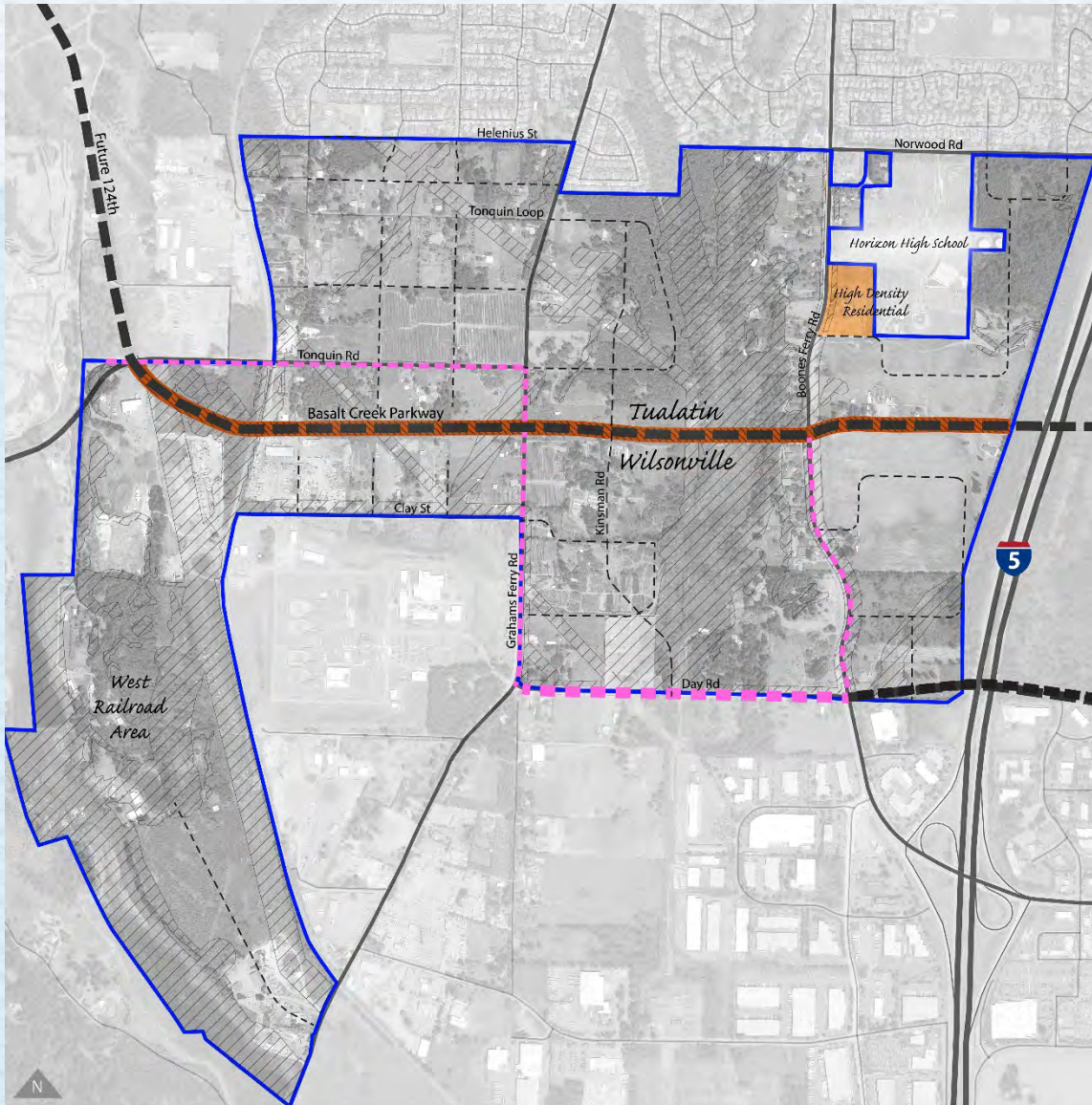
Low Density Residential



Medium-Low Density Residential



High Density Residential





City of Tualatin

Attachment O:

Additional Notice July 30, 2018



August 2018 Basalt Creek Concept Plan project update notice



July 30, 2018

Greetings,

Thank you for your continued interest in the Basalt Creek Concept Plan project.

The project team has prepared the final draft Basalt Creek Concept Plan for adoption by both Councils. Please note upcoming meetings scheduled for this project for final adoption proceedings:

Wilsonville City Council Public Hearing: August 6, 2018, 7PM at City Hall, 29799 SW Town Center Loop E. (materials will be posted one week in advance on the City's website at <http://www.ci.wilsonville.or.us/citycouncil> and for more information, see the planning project page: <https://www.ci.wilsonville.or.us/planning/page/basalt-creek>).

Tualatin City Council Meeting: August 13, 2018 at 7PM at the Juanita Pohl Center, 8513 SW Tualatin Road, Tualatin, OR 97062 (materials will be posted one week in advance on the City's website at <https://www.tualatinoregon.gov>).

For more information, visit the project website at www.BasaltCreek.com. If you have questions or desire more information, please feel free to contact:

Miranda Bateschell

Planning Manager

City of Wilsonville | Community Development Dept | Planning Division

Phone: 503-570-1581 | Email: bateschell@ci.wilsonville.or.us

Karen Perl Fox

Senior Long-Range Planner

City of Tualatin | Community Development Dept | Planning Division

Phone: 503-691-3027 | Email: kperlfox@ci.tualatin.or.us



Roger A. Alfred, Senior Assistant Attorney

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

503-797-1532
Fax: 503-797-1792
roger.alfred@oregonmetro.gov

August 9, 2018

Mayor Lou Ogden and Tualatin City Council
City of Tualatin
18880 SW Martinazzi Ave
Tualatin OR 97062-7092

Re: Resolution No. 5392-18
Basalt Creek Concept Plan

Dear Mayor Ogden and members of the Council:

This is Metro's response to issues raised by Peter Watts in his undated letter to the Tualatin City Council regarding the Basalt Creek Concept Plan. Metro is compelled to submit this letter and the attached evidence to correct inaccurate and misleading statements in the letter from Mr. Watts, and to ensure Metro's ability to participate effectively in any appeal to LUBA. Please include this letter and the attached exhibits in the record of city proceedings for Resolution No. 5392-18.

As you recall, the City of Tualatin entered into an IGA with Metro, the City of Wilsonville, and Washington County wherein the cities authorized Metro to resolve their dispute and make a binding determination regarding the appropriate planning designation for the Central Subarea of the Basalt Creek Planning Area. In the IGA, both cities agreed to support the Metro decision and to implement it through their concept planning for the area: "Each city agrees that it will prepare concept plans for the Basalt Creek Planning Area consistent with Metro's final decision and with Title 11" of the Metro functional plan. The cities also expressly agreed to adopt resolutions accepting the concept plan.

1. Procedural Issues

Mr. Watts raises a procedural objection under the 1973 Oregon Supreme Court decision in *Fasano v. Board of Washington County Commissioners*. The *Fasano* decision was a very early cornerstone of Oregon land use law, establishing basic procedural requirements that did not previously exist for quasi-judicial land use proceedings. The continued relevance of *Fasano* today is minimal at best, because since 1973 the procedural safeguards for quasi-judicial land use proceedings that were first announced in that case have been incorporated by the Oregon legislature into state land use statutes, specifically ORS 197.763.

Regardless, neither *Fasano* nor ORS 197.763 apply to the pending city decision, nor to Metro's decision in the arbitration, because neither of those proceedings are quasi-judicial land use proceedings. As LUBA noted in *Weber Coastal Bells v. Metro*, 64 Or LUBA at 224 (2011), "the *Fasano* procedural rights only apply to quasi-judicial decisions," and not to legislative decisions such as this one and Metro's decision in Resolution No. 18-4885.

2. Title 4 Map

Mr. Watts notes that the map of Metro Title 4 industrial and employment areas that was attached to the 2004 Metro ordinance adding the Basalt Creek area into the UGB does not identify Basalt Creek as an industrial or employment area. However, the map attached as Exhibit E to that ordinance does specifically show Basalt Creek as being added to the UGB with an industrial design type. Moreover, a subsequent amendment to the Title 4 map in 2010 via Metro Ordinance No. 10-1244B maps the Basalt Creek area with a Title 4 industrial designation.

There is no dispute that Basalt Creek was included in the UGB in 2004 as part of a UGB expansion that was specifically and exclusively intended to “increase the capacity of the boundary to accommodate growth in industrial employment.” That language is from the purpose statement of Metro Ordinance No. 04-1040B. There is also no dispute that Basalt Creek currently has an industrial designation on the Metro Title 4 map, which is the only map that is legally relevant today.

3. Industrial Land Supply

Mr. Watts also cites the portion of the draft UGR that forecasts a net decrease in regional industrial jobs during the 2018 to 2038 time period. This prediction by Metro has little to do with designating the Central Subarea for future employment use. As stated in the Metro final decision:

“The evidence indicates that, although the Central Subarea may not be a likely candidate for a large footprint industrial facility, there is sufficient developable area on the site for multiple buildings housing smaller employment uses, as depicted in the Mackenzie and KPFF studies, such as office, flex business park, manufacturing, and craft industrial. This conclusion is supported by the City of Tualatin staff report to the City Council dated November 28, 2016, which concludes: ‘After consideration of OTAK’s proposal and all of the above factors together, staff believes the central subarea can be developed for employment over the long-term. While there are some hilly areas, the Manufacturing Park designation can be made flexible enough to include some smaller scale employment uses.’” Metro COO Recommendation, pages 19-20.

It should also be noted that a decrease in total “industrial” jobs does not necessarily equate to decreased need for industrial/employment land. Modern land use types, particularly those associated with advanced manufacturing and data centers, often do not employ the same number of workers as they have historically.

4. Buildable Land Inventory

Mr. Watts asserts that the Central Subarea has been “mapped” by Metro for future residential use. That is not accurate. Rather, the area was counted in Metro’s draft Urban

Growth Report (UGR) as being potentially available for future residential development. More importantly, the draft UGR is just that – a draft – and Metro will be removing this area from the residential inventory before it is finalized this fall, thereby negating this argument entirely.

Metro is required by state law governing the regional UGB to prepare an inventory every six years of all land that is “buildable” for residential purposes in the entire Metro region. Metro then measures that inventory against future demand (*i.e.*, 20-year population growth projections) to determine whether there is enough land for potential future dwelling units inside the UGB to accommodate 20 years of residential growth. If not, Metro must expand the UGB.

Preparing an inventory of every single lot inside the UGB that could be developed or redeveloped in the next 20 years, and at what density, is a large and complex task; that work is done by Metro’s Data Resource Center (DRC), not by the Metro planning department. The DRC analysis of whether a particular parcel is potentially “buildable” for future residential use under the ORS 197.296(4) definition of that term is based primarily on local zoning, with input from city and county planning staff. In this instance, the Central Subarea of Basalt Creek does not yet have urban zoning. Because the DRC did not see anything in local zoning that would prohibit future residential use, and received no input from the cities regarding planned future uses coming out of the recent concept planning work, the DRC included it in the inventory as being potentially buildable for housing under ORS 197.296(4).

The central subarea has not been “mapped” or otherwise designated by Metro for future residential use. Rather, it was counted as potentially buildable for purposes of the draft UGR inventory based on its current zoning. In light of the recent concept planning efforts by the cities and Metro’s decision in the arbitration, the DRC will be removing the disputed area from the draft housing inventory for purposes of Metro’s pending UGB decision.

5. Population Forecast

Finally, Mr. Watts argues that Metro’s population forecasting has underestimated the actual population growth in Tualatin and Wilsonville. There are two fundamental flaws in this argument: first, Mr. Watts is comparing apples to oranges by comparing the PSU/Metro population estimates with the US Census Bureau estimates; second, he appears to be treating the Census Bureau estimates as if they are hard data, when in reality they are only estimates, just like the PSU estimates. There are no actual population counts regarding the current population of Tualatin or Wilsonville. The Census estimates happen to be higher than the PSU estimates that Metro relies on for forecasting purposes. That does not mean that the Census is right and PSU is wrong, or vice versa, it just means they use different methods that result in different estimates.

Metro is required by state law to “distribute” projected population growth to all cities and counties in the Metro region whenever it completes a 20-year population forecast in the UGR (typically every six years). Local governments are then required by state law to adopt

Metro's forecasted population numbers and to use those figures for land use planning purposes. OAR 660-032-0030. Both PSU and the US Census Bureau undertake annual estimates of Oregon city populations. The only actual population counts are generated every ten years from the decennial census. Metro relies on the PSU estimates for purposes of making its 20-year forecast because, in Metro's experience, the PSU estimates tend to be more accurate than the Census Bureau in non-decennial years.

Metro's most recent population distribution to Tualatin occurred in 2016 via Metro Ordinance No. 16-1371 (attached as Exhibit A). That distribution includes the PSU estimate cited by Mr. Watts in his letter, which was 26,590 for the year 2015. Based in part on that estimate, Metro made a 25-year population forecast for Tualatin of 27,372 for the year 2040.

As noted in the attached Ordinance No. 16-1371, the Metro population distribution decision process began in July of 2015 and was coordinated with all cities in the Metro region. Metro provided all cities, including the City of Tualatin, with draft numbers and solicited their input during a comment period, which resulted in refinement of the numbers prior to the final distribution decision. By the time of final adoption of the ordinance in October 2016, there were no further objections or concerns from any cities in the region.

Mr. Watts notes that the Census Bureau estimate for Tualatin's population in 2016 is 27,545, and asserts that therefore "Tualatin has exceeded 25 years of population growth in the first year of the 25-year period." This statement is a logical fallacy, because the Census estimate is no more inherently right or wrong than the PSU/Metro estimate. Contrary to the heading on the table submitted by Mr. Watts, the Census numbers for 2016 are not "data," they are merely estimates.

The fact that the Census numbers are estimates is highlighted by more recent revisions to those estimates. Exhibit B to this letter is a current table showing the Census Bureau population estimates for all Oregon cities as of July 1, 2017. The estimates for the City of Tualatin are at page 6, and the estimate for 2016 has been reduced from the 27,545 figure cited by Mr. Watts to 27,459. The estimate for 2017 is now 27,478.

Predicting future population growth over a 20 or 25 year timeframe can never be done with 100% accuracy. However, Metro's historical accuracy has been very good. As described in Appendix 1 to the current Draft UGR at pages 41-43 (attached as Exhibit C), a comparison of past population forecasts and actual growth show that Metro's average forecast error for the last 15 years (2000 to 2015) is less than 0.3% per year for the entire region of approximately 1.5 million people.

There is no factual or logical basis for the assertion by Mr. Watts in his letter that Tualatin and Wilsonville "are far exceeding Metro's projected growth." The discrepancy between the PSU/Metro estimate and the Census Bureau estimate is a function of the fact that they are merely different estimates, based on different methodology. We will not know how accurate Metro's population forecast is for Tualatin until the next decennial census in 2020; however, as noted above, Metro's forecasts have proven to be reliably accurate over time.

6. Conclusion

Thank you for the opportunity to participate in this process. Metro looks forward to continuing to work with the cities on the planning and development of the Basalt Creek Planning Area.

Sincerely,



Roger A. Alfred
Senior Assistant Attorney

Attachments - Exhibits A-C
cc: Martha Bennett
Elissa Gertler

EXHIBIT A

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	
DISTRIBUTION OF THE POPULATION)	Ordinance No. 16-1371
AND EMPLOYMENT GROWTH TO YEAR)	
2040 TO LOCAL GOVERNMENTS IN THE)	Introduced by Chief Operating Officer
REGION CONSISTENT WITH THE)	Martha Bennett in concurrence with
FORECAST ADOPTED BY ORDINANCE)	Council President Tom Hughes
NO. 15-1361 IN FULFILLMENT OF)	
METRO'S POPULATION COORDINATION)	
RESPONSIBILITY UNDER ORS 195.036)	

WHEREAS, ORS 195.025 designates Metro as the local government responsible for coordination of planning activities within the Metro district; and

WHEREAS, ORS 195.036 requires Metro, in coordination with other local governments within its boundary, to issue a population forecast for the entire area within its boundary to be applied by Metro and local governments within the boundary of Metro as a basis for changes to comprehensive plans and land use regulations; and

WHEREAS, on November 12, 2015 the Metro Council adopted a population and employment forecast for the region by Ordinance No. 15-1361 ("For the Purpose of Adopting the 2014 Urban Growth Report and Complying with Regional Growth Management Requirements Under ORS 197.299 and Statewide Planning Goal 14"); and

WHEREAS, Metro planning staff have begun work on a required update to the Regional Transportation Plan, which is scheduled for adoption in 2018 and will need to rely on the most current data regarding the distribution of the forecasted population and employment growth for the region; and

WHEREAS, Metro began the process of distribution of the forecasted population and employment in July 2015 by coordinating with the 24 cities and three counties within the Metro district regarding the proposed distribution, including a series of meetings and a review and comment period designed to improve the accuracy of the distributions; and

WHEREAS, Metro staff made presentations to its advisory committees (MPAC, MTAC, TPAC and JPACT) regarding the distribution and coordination with local governments; and

WHEREAS, Metro incorporated comments and suggestions from the cities and counties to refine the distribution; and

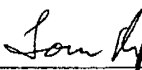
WHEREAS, the forecast distributions shown on the attached Exhibit A are expressed in terms of population, households, and employment, and the household estimates are the basis for Metro's residential capacity analysis; now, therefore,

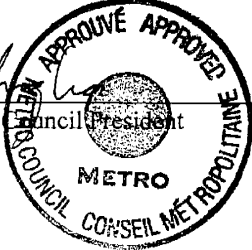
EXHIBIT A

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The distribution made to local governments, described in Exhibit A to this Ordinance and in the Staff Report dated August 29, 2016, of the regional population and employment forecast adopted by the Council in Ordinance No. 15-1361, is accepted and adopted as fulfillment of Metro's responsibilities regarding coordination of population forecasts under ORS 195.025 and 195.036 and is endorsed for use by the 24 cities and three counties as their own population and employment forecasts for their planning activities.
2. The Metro Chief Operating Officer shall make the distribution of population and employment available to each city and county in the district.

ADOPTED by the Metro Council this 13 day of October 2016.


Tom Hughes, Council President



Approved as to form:

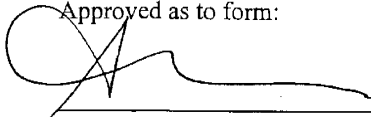

Alison R. Kean, Metro Attorney

EXHIBIT A

Exhibit A

2040 POPULATION DISTRIBUTED FORECAST

Created: July 12, 2016

City population prorated to match 2015 PSU population estimates.
Estimates and forecasts are bounded by today's city limits.

2015 Population Estimate (PSU estimate)	FINAL 2040 Population Forecast
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INSIDE Metro UGB

Clackamas County

Gladstone	11,505	12,083
Happy Valley	17,510	32,314
Johnson City	565	561
Lake Oswego	37,300	40,311
Milwaukie	20,505	23,149
Oregon City	33,940	41,857
Rivergrove	495	515
West Linn	25,605	27,861
Wilsonville	22,870	27,046
Uninc. Clackamas + formerly Damascus	104,353	148,716
Uninc. Clackamas County / future city annex.	93,728	116,447
Damascus / area within 2015 city boundary	10,625	32,269
Clackamas County inside UGB total *	274,648	354,414

Multnomah County

Fairview	8,940	9,708
Gresham	107,065	123,162
Maywood Park	750	771
Portland	613,355	863,509
Troutdale	16,020	17,884
Wood Village	3,910	4,298
Uninc. Multnomah County /future city annex.	17,809	37,448
Multnomah County inside UGB total *	767,849	1,056,780

Washington County

Beaverton	94,215	112,651
Cornelius	11,900	17,432
Durham	1,880	1,996
Forest Grove	23,080	34,844
Hillsboro	97,480	128,901
King City	3,425	5,310
Sherwood	19,080	20,674
Tigard	49,280	68,701
Tualatin	26,590	27,372
Uninc. Washington County /future city annex.	213,493	294,279
Washington County inside UGB total	540,423	712,160

TOTAL inside today's Metro UGB	1,582,920	2,123,354
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OUTSIDE Metro UGB (including urban reserves/ future UGB adds)

Rural Cities	42,355	59,608
Uninc. Clackamas County / future city annex.	84,667	100,838
Uninc. Multnomah County /future city annex.	9,641	12,315
Uninc. Washington County /future city annex.	25,802	62,017

TOTAL outside Metro UGB	162,465	234,778
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Tri-county TOTAL	1,745,385	2,358,132
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* Cities in multiple counties are tabulated to the county of majority.

EXHIBIT B

PEPANNRES

**Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2017
2017 Population Estimates**

1 - 241 of 241	Geography	April 1, 2010		Population Estimate (as of July 1)							
		Census	Estimates Base	2010	2011	2012	2013	2014	2015	2016	2017
	Adair Village city, Oregon	840	840	838	839	838	831	831	833	844	859
	Adams city, Oregon	350	350	351	355	355	354	353	351	353	353
	Adrian city, Oregon	177	177	177	175	173	174	172	171	174	174
	Albany city, Oregon	50,158	50,156	50,337	50,921	50,997	50,930	51,334	51,651	52,660	53,503
	Amity city, Oregon	1,614	1,614	1,616	1,618	1,621	1,609	1,630	1,630	1,659	1,688
	Antelope city, Oregon	46	46	46	46	46	46	46	46	48	49
	Arlington city, Oregon	586	586	589	611	611	613	606	585	583	583
	Ashland city, Oregon	20,078	20,078	20,082	20,270	20,364	20,355	20,582	20,689	20,897	21,117
	Astoria city, Oregon	9,477	9,477	9,483	9,506	9,574	9,419	9,531	9,567	9,788	9,862
	Athena city, Oregon	1,126	1,132	1,134	1,143	1,146	1,143	1,137	1,131	1,133	1,137
	Aumsville city, Oregon	3,584	3,588	3,602	3,677	3,704	3,824	3,930	4,000	4,062	4,108
	Aurora city, Oregon	918	911	919	931	933	936	949	970	1,001	1,020
	Baker City city, Oregon	9,828	9,828	9,814	9,781	9,746	9,763	9,766	9,676	9,723	9,783
	Bandon city, Oregon	3,066	3,066	3,064	3,063	3,061	3,023	3,024	3,053	3,091	3,112
	Banks city, Oregon	1,777	1,801	1,808	1,834	1,859	1,878	1,903	1,945	1,981	2,002
	Barlow city, Oregon	135	135	135	135	136	136	140	141	142	145
	Bay City city, Oregon	1,286	1,286	1,286	1,293	1,293	1,300	1,307	1,329	1,359	1,385
	Beaverton city, Oregon	89,803	89,786	90,146	91,364	92,388	93,205	94,632	95,851	97,422	97,514
	Bend city, Oregon	76,639	76,639	76,636	77,518	78,559	80,852	83,472	86,242	90,615	94,520
	Boardman city, Oregon	3,220	3,228	3,237	3,235	3,322	3,314	3,283	3,305	3,340	3,329
	Bonanza town, Oregon	415	415	414	415	410	409	407	409	411	416
	Brookings city, Oregon	6,336	6,364	6,353	6,381	6,312	6,304	6,316	6,360	6,426	6,440
	Brownsville city, Oregon	1,668	1,668	1,672	1,683	1,684	1,692	1,706	1,730	1,761	1,783
	Burns city, Oregon	2,806	2,811	2,803	2,797	2,764	2,735	2,720	2,721	2,762	2,772
	Butte Falls town, Oregon	423	423	423	426	427	430	433	436	440	444
	Canby city, Oregon	15,829	16,697	16,712	16,760	16,812	16,911	17,125	17,348	17,571	17,759
	Cannon Beach city, Oregon	1,690	1,690	1,693	1,687	1,691	1,678	1,682	1,691	1,713	1,728
	Canyon City town, Oregon	703	703	705	690	683	677	671	672	669	669
	Canyonville city, Oregon	1,884	1,885	1,884	1,891	1,893	1,887	1,888	1,893	2,023	2,044
	Carlton city, Oregon	2,007	2,007	2,008	2,018	2,025	2,030	2,050	2,064	2,117	2,147
	Cascade Locks city, Oregon	1,144	1,141	1,147	1,142	1,146	1,147	1,150	1,142	1,147	1,166
	Cave Junction city, Oregon	1,883	1,883	1,887	1,882	1,888	1,894	1,901	1,929	1,949	1,971
	Central Point city, Oregon	17,169	17,098	17,103	17,176	17,244	17,360	17,492	17,694	18,028	18,234
		734	734	734	731	725	722	718	723	729	737

Versions of this table are available for the following years:

- 2017
- 2016
- 2015
- 2014
- 2013
- 2012
- 2011

EXHIBIT B

Geography	April 1, 2010		Population Estimate (as of July 1)							
	Census	Estimates Base	2010	2011	2012	2013	2014	2015	2016	2017
Chiloquin city, Oregon										
Clatskanie city, Oregon	1,737	1,747	1,746	1,747	1,742	1,738	1,752	1,749	1,785	1,815
Coburg city, Oregon	1,035	1,028	1,028	1,034	1,032	1,031	1,028	1,042	1,061	1,105
Columbia City city, Oregon	1,946	1,950	1,948	1,944	1,938	1,947	1,949	1,948	1,985	2,031
Condon city, Oregon	682	682	685	711	710	705	702	681	678	675
Coos Bay city, Oregon	15,967	15,973	15,964	15,918	16,004	15,987	15,956	15,999	16,185	16,295
Coquille city, Oregon	3,866	3,866	3,864	3,844	3,827	3,788	3,789	3,806	3,874	3,903
Cornelius city, Oregon	11,869	11,868	11,901	12,036	12,136	12,187	12,393	12,463	12,519	12,493
Corvallis city, Oregon	54,462	54,501	54,393	54,554	54,950	54,568	55,362	56,242	56,945	57,961
Cottage Grove city, Oregon	9,686	9,675	9,682	9,737	9,752	9,752	9,806	9,880	10,032	10,169
Cove city, Oregon	552	615	614	617	616	613	616	619	628	632
Creswell city, Oregon	5,031	5,045	5,050	5,068	5,055	5,081	5,116	5,194	5,267	5,375
Culver city, Oregon	1,357	1,357	1,355	1,355	1,362	1,367	1,387	1,426	1,461	1,508
Dallas city, Oregon	14,583	14,568	14,602	14,649	14,719	14,769	15,006	15,192	15,813	16,301
Damascus city, Oregon	10,539	10,519	10,536	10,590	10,642	10,690	10,782	10,891	11,034	11,155
Dayton city, Oregon	2,534	2,534	2,535	2,537	2,536	2,532	2,547	2,562	2,624	2,704
Dayville town, Oregon	149	149	149	148	146	145	145	145	144	145
Depoe Bay city, Oregon	1,398	1,398	1,397	1,388	1,393	1,397	1,398	1,415	1,441	1,472
Detroit city, Oregon	202	202	203	207	208	210	212	216	219	221
Donald city, Oregon	979	979	980	980	986	988	991	1,004	1,020	1,031
Drain city, Oregon	1,151	1,151	1,152	1,147	1,142	1,138	1,139	1,146	1,154	1,169
Dufur city, Oregon	604	604	606	605	608	609	609	615	624	638
Dundee city, Oregon	3,162	3,162	3,162	3,167	3,164	3,152	3,173	3,174	3,230	3,284
Dunes City city, Oregon	1,303	1,299	1,300	1,305	1,309	1,311	1,316	1,327	1,353	1,375
Durham city, Oregon	1,351	1,351	1,354	1,372	1,388	1,906	1,908	1,921	1,928	1,924
Eagle Point city, Oregon	8,469	8,469	8,486	8,560	8,599	8,635	8,716	8,819	8,966	9,139
Echo city, Oregon	699	699	701	707	713	705	704	702	703	705
Elgin city, Oregon	1,711	1,715	1,714	1,717	1,719	1,709	1,720	1,727	1,754	1,769
Elkton city, Oregon	195	193	193	193	192	191	192	192	194	198
Enterprise city, Oregon	1,940	1,938	1,940	1,928	1,879	1,870	1,871	1,882	1,912	1,950
Estacada city, Oregon	2,695	2,706	2,710	2,822	2,866	2,919	2,995	3,128	3,289	3,398
Eugene city, Oregon	156,185	156,430	156,506	157,153	157,976	158,248	160,058	162,815	165,665	168,916
Fairview city, Oregon	8,920	8,917	8,938	9,040	9,145	9,188	9,247	9,287	9,327	9,302
Falls City city, Oregon	947	952	955	956	961	960	972	983	1,009	1,032
Florence city, Oregon	8,466	8,474	8,480	8,512	8,516	8,521	8,544	8,611	8,801	8,947
Forest Grove city, Oregon	21,083	21,325	21,402	21,830	22,185	22,823	23,130	23,609	24,030	24,141
Fossil city, Oregon	473	473	475	466	464	453	445	438	437	447

EXHIBIT B

Geography	April 1, 2010		Population Estimate (as of July 1)							
	Census	Estimates Base	2010	2011	2012	2013	2014	2015	2016	2017
Garibaldi city, Oregon	779	775	774	776	770	773	774	782	800	815
Gaston city, Oregon	637	637	638	649	657	663	673	687	700	708
Gates city, Oregon	471	471	471	475	477	479	483	487	495	500
Gearhart city, Oregon	1,462	1,454	1,458	1,463	1,473	1,469	1,490	1,507	1,550	1,593
Gervais city, Oregon	2,464	2,464	2,477	2,527	2,553	2,557	2,579	2,623	2,676	2,707
Gladstone city, Oregon	11,497	11,491	11,507	11,565	11,618	11,681	11,823	11,927	12,079	12,207
Glendale city, Oregon	874	874	873	872	868	864	865	872	877	887
Gold Beach city, Oregon	2,253	2,253	2,256	2,266	2,244	2,242	2,227	2,243	2,274	2,282
Gold Hill city, Oregon	1,220	1,220	1,222	1,227	1,233	1,240	1,249	1,257	1,271	1,284
Granite city, Oregon	38	38	38	38	37	37	37	37	37	36
Grants Pass city, Oregon	34,533	35,908	35,980	35,898	35,872	36,004	36,139	36,602	37,086	37,579
Grass Valley city, Oregon	164	164	165	162	161	160	160	157	159	164
Gresham city, Oregon	105,594	105,641	105,993	107,423	108,503	109,048	109,832	110,298	111,420	111,053
Haines city, Oregon	416	416	415	414	413	411	411	409	412	415
Halfway city, Oregon	288	290	289	289	288	287	287	284	286	288
Halsey city, Oregon	904	904	913	928	926	927	927	940	952	974
Happy Valley city, Oregon	13,903	14,321	14,516	14,780	15,572	16,169	17,161	18,324	19,470	21,196
Harrisburg city, Oregon	3,567	3,567	3,573	3,620	3,642	3,655	3,655	3,687	3,748	3,797
Helix city, Oregon	184	184	184	186	186	182	183	182	182	184
Heppner city, Oregon	1,291	1,291	1,295	1,293	1,280	1,279	1,264	1,267	1,276	1,268
Hermiston city, Oregon	16,745	16,757	16,818	17,022	17,120	17,150	17,159	17,154	17,258	17,428
Hillsboro city, Oregon	91,611	92,251	92,529	94,014	96,117	98,031	99,698	102,496	104,888	106,894
Hines city, Oregon	1,563	1,579	1,573	1,559	1,533	1,510	1,503	1,510	1,532	1,537
Hood River city, Oregon	7,167	7,113	7,144	7,199	7,303	7,362	7,413	7,554	7,588	7,686
Hubbard city, Oregon	3,173	3,176	3,187	3,193	3,205	3,221	3,261	3,297	3,397	3,501
Huntington city, Oregon	440	440	439	438	435	434	434	431	433	436
Idanha city, Oregon	134	139	139	140	141	141	142	144	146	148
Imbler city, Oregon	306	306	306	307	306	306	306	310	314	318
Independence city, Oregon	8,590	8,599	8,615	8,618	8,646	8,646	8,724	9,200	9,823	10,053
Ione city, Oregon	329	329	330	331	327	328	323	324	326	325
Irrigon city, Oregon	1,826	1,826	1,829	1,829	1,808	1,798	1,783	1,784	1,797	1,783
Island City city, Oregon	989	991	992	992	995	988	994	1,001	1,017	1,025
Jacksonville city, Oregon	2,785	2,785	2,784	2,790	2,794	2,824	2,832	2,868	2,885	2,894
Jefferson city, Oregon	3,098	3,102	3,107	3,134	3,149	3,154	3,199	3,227	3,279	3,321
John Day city, Oregon	1,744	1,746	1,752	1,737	1,717	1,702	1,679	1,673	1,667	1,669
Johnson City city, Oregon	566	570	570	576	579	582	592	590	600	608
Jordan Valley city, Oregon	181	181	181	178	178	174	172	172	173	173

EXHIBIT B

Geography	April 1, 2010		Population Estimate (as of July 1)							
	Census	Estimates Base	2010	2011	2012	2013	2014	2015	2016	2017
Joseph city, Oregon	1,081	1,094	1,094	1,089	1,061	1,057	1,058	1,062	1,081	1,101
Junction City city, Oregon	5,392	5,349	5,367	5,496	5,515	5,591	5,660	5,754	5,999	6,101
Keizer city, Oregon	36,478	36,485	36,564	36,685	36,808	36,718	37,073	37,652	38,817	39,315
King City city, Oregon	3,111	3,127	3,136	3,185	3,333	3,514	3,655	3,679	3,817	3,892
Klamath Falls city, Oregon	20,840	20,991	21,011	21,065	21,139	21,030	20,929	21,037	21,177	21,359
Lafayette city, Oregon	3,742	3,742	3,742	3,749	3,777	3,777	3,845	3,954	4,108	4,259
La Grande city, Oregon	13,082	13,095	13,087	13,213	13,101	12,905	12,946	12,938	13,095	13,173
Lake Oswego city, Oregon	36,619	36,718	36,758	36,957	37,168	37,376	37,749	38,210	38,607	39,196
Lakeside city, Oregon	1,699	1,699	1,699	1,700	1,698	1,694	1,697	1,722	1,749	1,766
Lakeview town, Oregon	2,294	2,318	2,315	2,322	2,286	2,285	2,291	2,274	2,290	2,301
La Pine city, Oregon	1,653	1,653	1,653	1,665	1,678	1,714	1,749	1,785	1,824	1,864
Lebanon city, Oregon	15,518	15,517	15,532	15,664	15,741	15,908	16,043	16,266	16,600	16,878
Lexington town, Oregon	238	238	239	238	235	236	233	235	236	236
Lincoln City city, Oregon	7,930	8,287	8,282	8,269	8,288	8,332	8,345	8,496	8,663	8,905
Lonerock city, Oregon	21	21	21	22	22	22	22	21	20	21
Long Creek city, Oregon	197	197	197	196	194	194	191	191	191	190
Lostine city, Oregon	213	214	214	213	207	206	208	207	211	214
Lowell city, Oregon	1,045	1,042	1,044	1,045	1,058	1,063	1,070	1,084	1,101	1,115
Lyons city, Oregon	1,161	1,161	1,162	1,174	1,171	1,176	1,178	1,188	1,207	1,233
McMinnville city, Oregon	32,187	32,182	32,182	32,250	32,358	32,319	32,603	32,967	33,814	34,347
Madras city, Oregon	6,046	6,330	6,309	6,318	6,337	6,337	6,442	6,516	6,657	6,839
Malin city, Oregon	805	805	803	803	794	793	790	793	799	807
Manzanita city, Oregon	598	598	598	602	603	606	608	614	634	651
Maupin city, Oregon	418	418	419	417	421	419	419	422	428	437
Maywood Park city, Oregon	752	752	754	764	778	786	800	817	830	838
Medford city, Oregon	74,907	74,943	74,990	75,515	76,069	76,778	77,692	79,420	80,557	81,780
Merrill city, Oregon	844	844	842	841	831	833	819	820	826	834
Metolius city, Oregon	710	710	707	709	712	709	722	734	751	773
Mill City city, Oregon	1,855	1,853	1,854	1,869	1,864	1,865	1,875	1,864	1,889	1,914
Millersburg city, Oregon	1,329	1,329	1,333	1,346	1,345	1,351	1,426	1,534	1,672	1,951
Milton-Freewater city, Oregon	7,050	7,050	7,067	7,107	7,119	7,100	7,063	7,022	7,010	7,027
Milwaukie city, Oregon	20,291	20,292	20,303	20,352	20,375	20,383	20,501	20,642	20,775	20,801
Mitchell city, Oregon	130	133	134	131	130	126	124	122	121	124
Molalla city, Oregon	8,108	8,508	8,523	8,585	8,639	8,711	8,873	8,997	9,118	9,218
Monmouth city, Oregon	9,534	9,530	9,542	9,713	9,781	9,808	9,781	9,868	10,136	10,338
Monroe city, Oregon	617	617	616	619	618	615	617	621	629	642
	128	128	128	127	126	125	123	124	124	125

EXHIBIT B

Geography	April 1, 2010		Population Estimate (as of July 1)							
	Census	Estimates Base	2010	2011	2012	2013	2014	2015	2016	2017
Monument city, Oregon										
Moro city, Oregon	324	324	326	320	321	317	316	312	316	325
Mosier city, Oregon	433	433	434	433	436	437	437	439	446	458
Mount Angel city, Oregon	3,286	3,379	3,381	3,381	3,388	3,370	3,375	3,496	3,483	3,536
Mount Vernon city, Oregon	527	527	528	526	519	517	510	512	511	511
Myrtle Creek city, Oregon	3,439	3,424	3,421	3,411	3,397	3,388	3,387	3,412	3,438	3,475
Myrtle Point city, Oregon	2,514	2,514	2,511	2,503	2,491	2,480	2,482	2,486	2,510	2,530
Nehalem city, Oregon	271	271	271	271	271	275	276	280	286	292
Newberg city, Oregon	22,068	22,123	22,189	22,333	22,398	22,416	22,565	22,642	23,321	23,609
Newport city, Oregon	9,989	9,989	9,976	9,935	10,062	10,083	10,048	10,221	10,402	10,592
North Bend city, Oregon	9,695	9,695	9,685	9,577	9,523	9,474	9,472	9,528	9,617	9,702
North Plains city, Oregon	1,947	1,947	1,953	1,985	2,010	2,022	2,051	2,097	2,137	2,159
North Powder city, Oregon	439	433	432	433	433	431	434	438	444	449
Nyssa city, Oregon	3,267	3,267	3,272	3,228	3,205	3,190	3,156	3,145	3,166	3,179
Oakland city, Oregon	927	927	925	924	920	916	917	921	929	940
Oakridge city, Oregon	3,205	3,200	3,201	3,211	3,208	3,204	3,208	3,201	3,247	3,294
Ontario city, Oregon	11,366	11,366	11,373	11,208	11,121	11,073	10,954	10,926	10,992	11,009
Oregon City city, Oregon	31,859	32,609	32,688	33,024	33,389	34,429	35,047	35,502	36,012	36,360
Paisley city, Oregon	243	243	242	243	239	238	239	237	239	239
Pendleton city, Oregon	16,612	16,612	16,648	16,767	16,829	16,833	16,662	16,676	16,661	16,677
Philomath city, Oregon	4,584	4,582	4,580	4,601	4,588	4,558	4,543	4,576	4,649	4,760
Phoenix city, Oregon	4,538	4,428	4,429	4,446	4,464	4,483	4,502	4,515	4,550	4,576
Pilot Rock city, Oregon	1,502	1,502	1,505	1,516	1,516	1,514	1,505	1,499	1,500	1,504
Portland city, Oregon	583,776	583,799	585,340	593,965	602,955	609,059	619,740	631,731	641,494	647,805
Port Orford city, Oregon	1,133	1,133	1,134	1,139	1,127	1,121	1,119	1,124	1,139	1,142
Powers city, Oregon	689	689	688	686	682	669	663	665	672	678
Prairie City city, Oregon	909	909	911	906	897	889	880	882	879	880
Prescott city, Oregon	55	58	58	58	58	58	48	48	51	50
Prineville city, Oregon	9,253	9,255	9,206	9,105	9,097	9,135	9,223	9,414	9,761	10,055
Rainier city, Oregon	1,895	1,916	1,915	1,912	1,906	1,910	1,911	1,907	1,951	1,982
Redmond city, Oregon	26,215	26,212	26,216	26,569	26,718	27,260	27,706	28,396	29,109	30,011
Reedsport city, Oregon	4,154	4,154	4,148	4,122	4,096	4,074	4,042	4,057	4,074	4,121
Richland city, Oregon	156	164	164	164	162	175	175	174	175	176
Riddle city, Oregon	1,185	1,185	1,186	1,180	1,175	1,169	1,170	1,177	1,183	1,199
Rivergrove city, Oregon	289	289	289	290	293	316	350	365	369	371
Rockaway Beach city, Oregon	1,312	1,312	1,311	1,320	1,317	1,325	1,327	1,344	1,375	1,401
	2,131	2,131	2,132	2,144	2,154	2,160	2,163	2,201	2,239	2,294

EXHIBIT B

Geography	April 1, 2010		Population Estimate (as of July 1)							
	Census	Estimates Base	2010	2011	2012	2013	2014	2015	2016	2017
Rogue River city, Oregon										
Roseburg city, Oregon	21,181	22,025	22,011	21,784	21,846	21,813	21,892	21,888	22,078	22,321
Rufus city, Oregon	249	249	251	246	245	244	241	240	244	249
St. Helens city, Oregon	12,883	13,033	13,030	13,022	12,956	12,919	13,042	13,146	13,478	13,701
St. Paul city, Oregon	421	421	421	422	423	423	428	434	442	449
Salem city, Oregon	154,637	154,728	155,030	155,815	157,073	158,618	160,505	163,093	166,378	169,798
Sandy city, Oregon	9,570	9,598	9,647	9,796	9,889	10,009	10,274	10,567	10,929	11,149
Scappoose city, Oregon	6,592	6,697	6,706	6,767	6,751	6,777	6,834	6,907	7,116	7,262
Scio city, Oregon	838	838	839	848	849	852	855	880	929	960
Scotts Mills city, Oregon	357	357	357	358	364	364	366	369	373	384
Seaside city, Oregon	6,457	6,442	6,447	6,467	6,457	6,415	6,428	6,503	6,651	6,707
Seneca city, Oregon	199	199	200	198	197	195	193	207	207	207
Shady Cove city, Oregon	2,904	2,904	2,907	2,921	2,937	2,951	2,981	3,003	3,042	3,077
Shaniko city, Oregon	36	36	36	36	36	36	36	36	36	37
Sheridan city, Oregon	6,127	6,140	6,139	6,094	6,015	6,018	6,076	5,971	6,071	6,111
Sherwood city, Oregon	18,194	18,146	18,250	18,480	18,658	18,769	18,859	19,125	19,314	19,467
Siletz city, Oregon	1,212	1,210	1,208	1,200	1,203	1,202	1,203	1,221	1,246	1,267
Silverton city, Oregon	9,222	9,227	9,240	9,288	9,341	9,361	9,478	9,700	9,972	10,313
Sisters city, Oregon	2,038	2,038	2,039	2,077	2,121	2,188	2,335	2,464	2,572	2,701
Sodaville city, Oregon	308	308	308	311	313	310	310	318	325	331
Spray town, Oregon	160	159	160	156	155	152	149	146	147	150
Springfield city, Oregon	59,403	59,388	59,411	59,728	59,848	59,916	60,060	60,370	61,417	62,353
Stanfield city, Oregon	2,043	2,043	2,050	2,062	2,065	2,075	2,081	2,072	2,076	2,081
Stayton city, Oregon	7,644	7,675	7,680	7,702	7,728	7,754	7,825	7,913	8,037	8,129
Sublimity city, Oregon	2,681	2,685	2,693	2,717	2,768	2,812	2,842	2,863	2,901	2,930
Summerville town, Oregon	135	135	135	135	137	135	135	135	139	140
Sumpter city, Oregon	204	204	204	203	202	202	202	200	201	203
Sutherlin city, Oregon	7,810	7,844	7,841	7,826	7,794	7,806	7,823	7,867	7,928	8,025
Sweet Home city, Oregon	8,925	8,929	8,945	9,084	9,081	9,079	9,088	9,196	9,406	9,612
Talent city, Oregon	6,066	6,056	6,061	6,101	6,136	6,203	6,313	6,352	6,427	6,492
Tangent city, Oregon	1,164	1,164	1,170	1,182	1,182	1,188	1,206	1,220	1,244	1,297
The Dalles city, Oregon	13,620	14,965	15,004	14,948	15,052	15,025	14,995	15,114	15,324	15,646
Tigard city, Oregon	48,035	48,189	48,302	49,094	49,687	50,280	50,590	51,012	51,768	53,148
Tillamook city, Oregon	4,935	5,004	5,001	5,027	4,988	4,995	4,993	5,046	5,166	5,257
Toledo city, Oregon	3,465	3,465	3,462	3,449	3,459	3,462	3,456	3,492	3,546	3,604
Troutdale city, Oregon	15,962	15,956	15,998	16,200	16,384	16,453	16,542	16,600	16,632	16,554
Tualatin city, Oregon	26,054	26,120	26,167	26,444	26,696	26,810	26,845	27,064	27,459	27,478

EXHIBIT B

Geography	April 1, 2010		Population Estimate (as of July 1)							
	Census	Estimates Base	2010	2011	2012	2013	2014	2015	2016	2017
Turner city, Oregon	1,854	1,854	1,858	1,871	1,884	1,883	1,928	1,971	2,022	2,095
Ukiah city, Oregon	186	186	186	188	190	192	191	191	190	191
Umatilla city, Oregon	6,906	6,906	6,925	6,996	7,001	6,985	7,077	7,065	7,102	7,132
Union city, Oregon	2,121	2,121	2,120	2,124	2,117	2,102	2,116	2,129	2,172	2,188
Unity city, Oregon	71	71	71	70	70	71	70	67	67	69
Vale city, Oregon	1,874	1,874	1,877	1,853	1,853	1,830	1,802	1,800	1,785	1,793
Veneta city, Oregon	4,561	4,558	4,568	4,600	4,623	4,643	4,706	4,755	4,893	5,016
Vernonia city, Oregon	2,151	2,165	2,166	2,162	2,154	2,134	2,137	2,138	2,196	2,240
Waldport city, Oregon	2,033	2,063	2,061	2,049	2,064	2,080	2,085	2,120	2,152	2,198
Wallowa city, Oregon	808	814	814	811	794	790	791	795	803	818
Warrenton city, Oregon	4,989	5,022	5,036	5,099	5,160	5,116	5,199	5,300	5,454	5,602
Wasco city, Oregon	410	410	413	407	406	399	397	391	397	405
Waterloo town, Oregon	229	229	229	231	233	233	233	238	241	246
Westfir city, Oregon	253	251	251	251	251	252	252	255	259	263
West Linn city, Oregon	25,109	25,100	25,144	25,341	25,539	25,805	26,077	26,346	26,613	26,703
Weston city, Oregon	667	667	668	675	675	672	669	642	644	646
Wheeler city, Oregon	414	414	415	418	416	416	415	421	429	436
Willamina city, Oregon	2,025	2,033	2,035	2,042	2,055	2,063	2,084	2,104	2,161	2,200
Wilsonville city, Oregon	19,509	19,508	19,530	19,543	20,511	21,453	22,008	22,700	23,671	24,058
Winston city, Oregon	5,379	5,380	5,376	5,364	5,333	5,312	5,314	5,347	5,387	5,452
Woodburn city, Oregon	24,080	24,067	24,090	24,071	24,144	24,310	24,638	25,060	25,525	25,780
Wood Village city, Oregon	3,878	3,878	3,886	3,936	3,971	3,988	4,020	4,035	4,052	4,040
Yachats city, Oregon	690	690	690	688	694	698	704	714	738	757
Yamhill city, Oregon	1,024	1,024	1,026	1,025	1,032	1,031	1,055	1,089	1,138	1,165
Yoncalla city, Oregon	1,047	1,047	1,048	1,043	1,039	1,036	1,038	1,045	1,055	1,066

Note:

The estimates are based on the 2010 Census and reflect changes to the April 1, 2010 population due to the Count Question Resolution program and geographic program revisions. See Geographic Terms and Definitions at <http://www.census.gov/programs-surveys/popest/guidance-geographies/terms-and-definitions.html> for a list of the states that are included in each region and division. All geographic boundaries for the 2017 population estimates series except statistical area delineations are as of January 1, 2017. The Office of Management and Budget's statistical area delineations for metropolitan, micropolitan, and combined statistical areas, as well as metropolitan divisions, are those issued by that agency in July 2015. An "(X)" in the 2010 Census field indicates a locality that was formed or incorporated after the 2010 Census. For population estimates methodology statements, see <http://www.census.gov/programs-surveys/popest/technical-documentation/methodology.html>.

The 6,222 people in Bedford city, Virginia, which was an independent city as of the 2010 Census, are not included in the April 1, 2010 Census enumerated population presented in the county estimates. In July 2013, the legal status of Bedford changed from a city to a town and it became dependent within (or part of) Bedford County, Virginia. This population of Bedford town is now included in the April 1, 2010 estimates base and all July 1 estimates for Bedford County. Because it is no longer an independent city, Bedford town is not listed in this table. As a result, the sum of the April 1, 2010 census values for Virginia counties and independent cities does not equal the 2010 Census count for Virginia, and the sum of April 1, 2010 census values for all counties and independent cities in the United States does not equal the 2010 Census count for the United States. Substantial geographic changes to counties can be found on the Census Bureau website at <http://www.census.gov/geo/reference/county-changes.html>.

Suggested Citation:

Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2017

Source: U.S. Census Bureau, Population Division

Release Dates: For the United States, regions, divisions, states, and Puerto Rico Commonwealth, December 2017. For counties, municipios, metropolitan statistical areas, micropolitan statistical areas, metropolitan divisions, and combined statistical areas, March 2018. For cities and towns (incorporated places and minor civil divisions), May 2018.

EXHIBIT C

Why do population forecasts seem more accurate than employment forecasts?

Population forecasts generally are closer to actual trends because the factors that drive population change are more easily predictable, including future assumptions about mortality and birth rates and future migration levels.

Mortality and birth rates vary over time, but generally these variations happen slowly and in relatively predictable patterns. Additionally, the differences between national rates and regional rates are generally similar so we can very reasonably rely on national data sets to predict regional natural population increases.

Predicting migration is a more difficult problem and suffers from greater historical deviations. Moreover, past migration trends may not be directly comparable to future levels because of the potential for sweeping economic fluctuations that could swing the migration level wildly up or down according to regional business cycles.

Why do employment forecasts have greater uncertainty?

There is greater uncertainty in the factors that influence economic growth, so employment forecasts will tend to diverge more. Employment forecasts are generally less accurate because there is a wider set of variables yet we are able to model only a simplified version of reality. There is also more uncertainty about the variables we use to predict regional employment. Besides more uncertainty in the input variables, the economic relationship between the regional economy and national/global economy is also subject to wider economic shifts. In other words, past performance is no guarantee of future results.

How Accurate are Metro's Regional Forecasts?

Summary

- Over long periods (ten to twenty years) Metro's population forecasts have been within ten percent of actual population change at the Metropolitan Statistical Area geography (recent Metro forecasts have been higher than observed population growth by about 3% to 4% over ten to fifteen years; Metro's 1985 forecast was 9.4% lower than observed population estimates twenty years later in 2005).
- Although Metro's regional forecasts are designed for twenty-year, long-term decision support and not short-term market timing, annual comparisons between past population forecasts and actuals/estimates are within an error band of about +/- 1 annual percent, excluding years for the Great Recession;
- Employment forecasts contain more uncertainty than population forecasts: Metro's 1985 forecast was only 3.3% low compared to 2005 observed employment. However, a forecast created in year 2000 was over 20% higher than actual employment for the Great Recession year of 2010. This emphasizes the point that Metro's forecasts are long-term trend forecasts and do not capture outlier events.

EXHIBIT C

Discussion of Historic Forecasts vs. Actuals

Metro has looked back at three forecasts: those created in 1985, 2000, and 2010 (Metro staff sometimes refer to the forecast creation year as the forecast “vintage”). Note that there’s not enough history gone by to make a legitimate comparison of the 2015 regional forecast.

1985 vintage regional forecast

The 1985 regional forecast shows a -9.4 percent forecast error in population. This is a pretty accurate forecast given that it has a less than 1% annual error rate ($-9.4\% / 15 \text{ years} = -0.62\%$). The negative sign indicates population grew faster than projected. This is not surprising since the region experienced an unexpected higher level of migration in the late 80’s and early 90’s as “equity migrants” cashed out of lucrative homes in southern California and settled here in the Portland area due to its milder climate and attractive real estate opportunities.

The 1985 regional forecast showed a miniscule percent forecast error in employment of -3.3 percent by the end of its 20 year forecast horizon in 2005. This forecast was remarkably accurate despite the economic turmoil (positive and negative) that played out during the 20 year time frame.

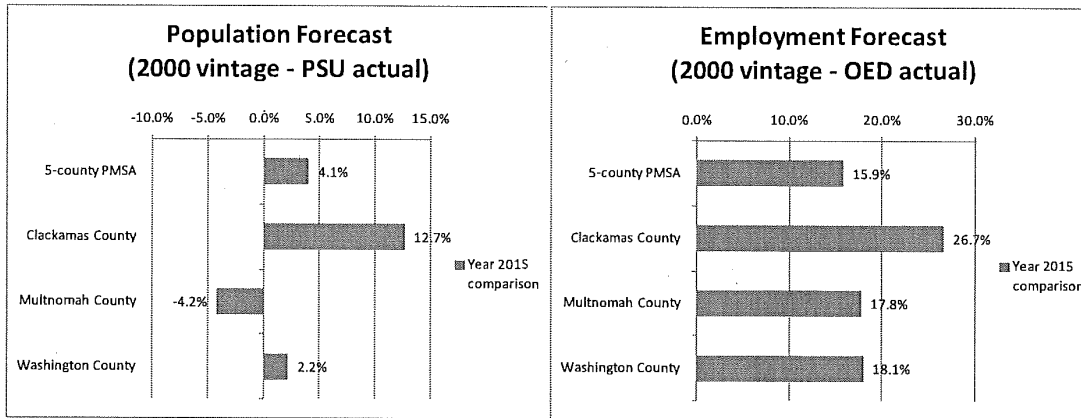
Lastly, in terms of business cycle comparisons, both 1985 and 2005 are roughly at the same stage of the business cycle – i.e., both are trending up and somewhere in the middle of the peak and trough of their respective recessions. For trend analysis point of view, this is a fair comparison.

2000 vintage regional forecast (2002/04 UGM)

The 2000 regional population forecast shows a 3.2 percent forecast error in year 2010, and 4.1% error factor in year 2015. The average forecast error for the last 15 years (2000 to 2015) shows it be less than a 0.3% per year ($4.1/15 = 0.273$).

The 2000 regional employment forecast shows an error margin of 22.1% in year 2010, and 15.9% in year 2015. This shows the unanticipated effect of the Great Recession. Going into and at its deepest trough, the forecast error was greatest in 2010, but with the subsequent recovery, the error factor narrows by year 2015 when the recession has long ended. However, those lost years of economic growth will take longer to recover to pre-recession trends.

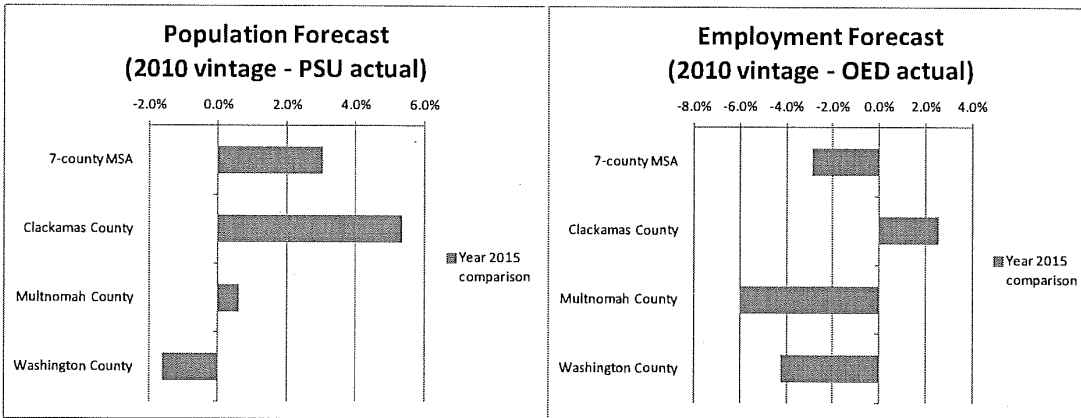
EXHIBIT C



2010 vintage regional forecast (2010 UGM)

In 2010, the MSA has been revised and is now defined as a 7-county metropolitan region (Clackamas, Clark WA, Columbia, Multnomah, Skamania WA, Washington, and Yamhill).

The overall MSA population forecast error in 2015 is 3%, for an average annual error factor of 0.6%. The MSA employment forecast error in 2015 is -2.9%, for an average annual error of less than -0.6%. County-level error rates show a wider variance because they represent smaller regions and are less diversified than the MSA as a whole. Therefore structural economic differences add to the higher error factor in some cases.



Actual estimates for population are from PSU population research center. Actual job estimates are derived from the OR employment department.



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Sean Brady, City Attorney
Bill Steele, Chief of Police

DATE: 08/13/2018

SUBJECT: Consideration of **Ordinance No. 1412-18** Relating to Parking; and Amending Tualatin Municipal Code 8-1-252 to Create a Residential Parking Zone on SW Alabama Street

ISSUE BEFORE THE COUNCIL:

Consideration of Ordinance No. 1412-18 Relating to Parking; and Amending Tualatin Municipal Code 8-1-252 to Create a Residential Parking Zone on SW Alabama Street

RECOMMENDATION:

Staff recommends Council consider the Ordinance.

EXECUTIVE SUMMARY:

Under Tualatin Municipal Code Chapter 8-1, the City Council is the authority to adopt parking regulations for City rights-of-way. Under TMC 8-1-252, the Council created Residential Parking Zones in order to reduce or prevent congestion and hazardous traffic conditions in certain residential areas, and protect residents from unreasonable burdens in gaining access to their property.

Residents living near Tualatin High School have complained of parking and traffic congestion caused by students parking in the neighborhood. In response, the Police Department sent surveys to residents near the high school, including the residents living on SW Alabama Street, to gauge whether these residents supported the creation of a Residential Parking Zones on their streets. The results of the survey concluded that all residents on SW Alabama Street supported creating a Residential Parking Zone.

At the July 23, 2018, Council work session, Chief of Police Steele presented the survey results. The Council then directed staff to bring back an ordinance to create a Residential Parking Zone on SW Alabama Street.

Ordinance No. 1412-18 amends Tualatin Municipal Code 8-1-252 to create a Residential Parking Zone on SW Alabama Street, east of SW Chilkat Terrace and west of SW Boones

Ferry Road, between 8 a.m. and 2 p.m. on school days.

Attachments: Ord 1412-18 RPZ Alabama Street

ORDINANCE NO. 1412-18

AN ORDINANCE RELATING TO PARKING; AND AMENDING TUALATIN MUNICIPAL CODE 8-1-252 TO CREATE A RESIDENTIAL PARKING ZONE ON SW ALABAMA STREET.

WHEREAS, the Council has authority to adopt parking regulations for City rights-of-way;

WHEREAS, Residential Parking Zones reduce or prevent congestion and hazardous traffic conditions in certain residential areas, and protect residents from unreasonable burdens in gaining access to property; and

WHEREAS, there is a need to establish Residential Parking Zones on SW Alabama Street.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Municipal Code 8-1-252 Residential Parking Zones is amended as follows:

8-1-252 Residential Parking Zones.

(1) The City Council establishes the following residential parking zones for the purpose of prohibiting parking on public streets except by residential permit:

(a) School Day Zones. During school days between 8 a.m. and 2 p.m. in the following locations:

(i) Waterford Subdivision, which includes the following streets within the zone: SW 94th Terrace, SW 93rd Terrace, SW Palouse Lane, and SW Skokomish Lane; ~~and~~

(ii) Moccasin Run Subdivision, which includes the following streets within the zone: SW Ibach Court; and

(iii) SW Alabama Street, east of SW Chilkat Terrace and west of SW Boones Ferry Road.

(b) General Residential Zones. During all hours of every day, the area bounded on the north by SW Hazelbrook Road, on the south by Tualatin Road, on the east by SW 112th Avenue, and on the west by SW 115th Avenue, which includes the following streets within the zone:

(i) SW 115th Avenue, between Tualatin Road and Hazelbrook Road;

(ii) the south side of SW Hazelbrook Road, east of SW 115th Avenue and west of Hazelbrook Middle School Property;

- (iii) SW Elmers Court, east of SW 115th Avenue;
- (iv) SW Roberts Court, east of SW 115th Avenue; and
- (v) SW Kalispell Street, east of SW 115th Avenue and west of SW 112th Avenue.

(2) Only those vehicles displaying a valid parking permit may park within the particular zone established in subsection (1) of this section. Persons who reside within the parking zone may obtain a permit for that zone from the City Manager under subsection (3) of this section.

(3) The City Manager shall establish procedures and standards for the issuance of permanent and temporary permits that will allow residents and their guests to park their vehicles within residential parking zones during the restricted hours. At a minimum, the City Manager shall establish rules that establish the criteria for issuance, surrender and revocation of permits, evidence of proof of residence and vehicle ownership, terms of the permit, standards for display of the permit, and allow for the issuance of temporary permits to residents for the parking of nonresident vehicles for temporary periods upon a showing of reasonable need for such permits.

(4) The City Manager shall cause official signs for residential parking zones to be installed and maintained. The signs shall clearly identify the parking restrictions for nonresidents and the exception to those restrictions for permit holders within the residential parking zones.

(5) It is unlawful and a violation for any person to sell, transfer, purchase, or otherwise acquire for value any permit issued by the City of Tualatin. Notwithstanding TMC 8-1-360 and in addition to any criminal penalties that may apply, a violation of this subsection is punishable by a fine of not less than \$500.

ADOPTED by the City Council this 13th day of August, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST

BY _____
City Attorney

BY _____
City Recorder