



REGIONAL SOLUTIONS OFFICE
GOVERNOR KATE BROWN

**Metro Regional Solutions
Advisory Committee Meeting**

Representing Clackamas, Multnomah and Washington Counties

Wednesday, January 24, 2018
2:00- 5:00 pm

Portland State University
Market Center Building
1600 SW Fourth Ave., Suite 115

Call-in is available at: 866-390-1828, participant code: 6358875 #

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| 2:00 pm | Welcome / Introductions – Catherine Ciarlo, Metro Regional Solutions Advisory Committee Convener. |
| 2:15 pm | Public Comment |
| 2:20 pm | Regional Solutions 101 / Role of Regional Solutions Advisory Committee – Raihana Ansary, Metro Regional Solutions Coordinator, Office of Governor Kate Brown. |
| 2:35 pm | Regional Solutions Priorities – public comment, committee discussion, review and approval. |
| 3:05 pm | Department of Environmental Quality (DEQ) Update – Richard Whitman, DEQ Director. <ul style="list-style-type: none">• Cleaner Air Oregon• Portland Harbor Superfund |
| 3:35 pm | Break |
| 3:50 pm | Regional Infrastructure Fund (RIF) Submissions – public comment, committee discussion, review and approval. |
| 4:35 pm | Roundtable Updates – committee members. |
| 5:00 pm | Adjourn |

The meeting location is accessible to persons with disabilities. To request an interpreter for the hearing impaired or for other accommodations for persons with disabilities, please make requests at least 48 hours before the meeting to Lisa Howard at 503-378-6502 or lisa.howard@oregon.gov, or by TTY: Oregon Relay Services at 1-800-735-2900.

METRO REGIONAL SOLUTIONS CENTER
PORTLAND STATE UNIVERSITY – MARKET CENTER BUILDING
1600 SW FOURTH AVE., SUITE 109, PORTLAND, OREGON 97201

Portland Metro Regional Solutions Center
Regional Priorities
DRAFT 1-3-2018

The Governor's Regional Solutions Centers (RSCs) are places for state agencies to collaborate with each other, local governments, and with other public, private, and civic interests to solve problems and seize opportunities.

Regional Advisory Committees, made up of Oregonians appointed by the Governor from business, civic organizations, government, foundations, and higher education, identify priorities to guide the work. The committees also help connect resources from the community to expand the state's collective capacity to solve problems and seize opportunities.

RSCs are staffed by Regional Solutions Teams composed of a representative from each of five state agencies: the Department of Environmental Quality (DEQ), the Department of Land Conservation and Development (DLCD), the Department of Transportation (ODOT), the Department of Housing and Community Services (OHCS), and the Business Development Department (OBDD). Other state agencies are added to the teams as needed for regional priorities.

Value

The Portland-Metro region (Clackamas, Multnomah and Washington Counties) is livable and prosperous for all residents.

Mission

Advance community and economic development priorities for the metro region by solving complex problems, developing innovative solutions, and leveraging resources.

Priorities

Economic Development: Grow and retain businesses and quality jobs.

Strategies and Actions:

- *Support growth and expansion of traded-sector jobs and industries including established and emerging clusters.*
- *Promote the region for business recruitment and expansion, trade and investment.*

Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.

Strategies and Actions:

- *Evaluate loans and grants to ensure financial resources address disparities.*

- *Prioritize projects (rural and urban) that address inequity in the region (i.e. include Minority, Women, Emerging Small Business (MWESB) contractors, benefit underserved populations, etc.)*

Infrastructure: Modernize the region’s key transportation and infrastructure systems.

Strategies and Actions:

- *Provide technical assistance and resources to promote a strong multimodal transportation network for the safe and efficient movement of goods and people.*
- *Provide technical assistance and resources for infrastructure systems including sewer and clean air and water.*

Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.

Strategies and Actions:

- *Provide regulatory certainty and streamline permitting processes for employment and industrial land redevelopment.*
- *Pursue “shovel readiness” for the region’s priority employment and industrial lands (i.e. adequate water and sewer lines and road access).*

Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse gas reduction efforts.

Strategies and Actions:

- *Prioritize the efficient use of energy and natural resources.*
- *Promote cost-effective renewable energy production.*

Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.

Strategies and Actions:

- *Encourage local hiring and the procurement of minority-owned, women-owned and emerging small businesses in projects.*
- *Look for job skill training and career pathway opportunities associated with projects.*

Housing: Promote affordable and workforce housing development.

Strategies and Actions:

- *Provide regulatory certainty and streamline state permitting processes for affordable and workforce housing development.*
- *Provide technical assistance and resources to help increase the supply of affordable and workforce housing.*

Portland Metro Regional Solutions Center
Regional Priorities
DRAFT 10-3-2016

The Governor's Regional Solutions Centers (RSCs) are places for state agencies to collaborate with each other, local governments, and with other public, private, and civic interests to solve problems and seize opportunities. Regional Advisory Committees, made up of Oregonians appointed by the Governor from business, civic organizations, government, foundations, and higher education, identify priorities to guide the work. The committees also help connect resources from the community to expand the state's collective capacity to solve problems and seize opportunities. RSCs are staffed by Regional Solutions Teams composed of a representative from each of five state agencies: the Department of Environmental Quality (DEQ), the Department of Land Conservation and Development (DLCDD), the Department of Transportation (ODOT), the Department of Housing and Community Services (OHCS), and the Business Development Department (OBDD). Other state agencies are added to the teams as needed for regional priorities.

1) Regulatory Coordination, Streamlining & Continuous Improvement: Proactively coordinate, synchronize and improve the State's application of regulations and permitting processes to efficiently manage regionally significant projects.

Strategies and Actions:

- a) *Streamline natural resource permitting process in coordination federal government and other related government agencies.*
- b) *Provide regulatory certainty for industrial land and brownfield redevelopment.*
- c) *Deliver efficient and professional services through improved communication and coordination.*

2) Infrastructure: Provide resources and technical assistance to modernize the region's key transportation and infrastructure systems to support livability and to promote traded sector economic growth.

Strategies and Actions:

- a) *Pursue "shovel ready" certification for the region's priority industrial lands greater than 25 acres.*
- b) *Improve Greater Portland's transportation capabilities to mitigate congestion, enhance the positive impact of regional transit and augment freight movement*
- c) *Work in concert with local government and private sector partners to leverage greater resources for infrastructure investment.*

3) Redevelopment: Align state policies and resources to cleanup and reuse brownfields and other potential redevelopment areas to efficiently use existing properties and protect productive farm and forest land and conserve natural resources.

Strategies and Actions:

- a) *Target and cleanup brownfields in underserved neighborhoods.*
- b) *Encourage local hiring to promote workforce development when redevelopment projects are procured and implemented.*

c) *Coordinate longer term evaluation and prioritization of public and private sites for future clean-up and re-use along key transportation corridors.*

4) Economic Development: The goal of this core strategy is to grow business and pioneer innovation.

Strategies and Actions:

- a) *Implement regional approach to traded-sector industries; advance the region as the global leader in its legacy, established and emerging target sectors; and develop opportunities to grow and converge sectors.*
- b) *Promote the region for business recruitment and expansion, trade and investment.*
- c) *Build out the region's innovation infrastructure to capitalize on the region's entrepreneurial ecosystem.*

5) Regional Planning and Development: Align State policies and resources to maximize development that encourages land efficiency, multi-modal transportation, and balances future employment and housing growth.

Strategies and Actions:

- a) *Promote well planned communities that have a sufficient supply of land, services and infrastructure to embrace a variety of economic opportunities, develop resilience to natural hazards and support community health.*
- b) *Encourage development that makes active transportation safe and convenient.*
- c) *Ensure the achievement of equity throughout the region by advancing a truly inclusive and transparent policy agenda for jobs, transportation, education, health and housing for all.*

6) Equity: Align State programs and resources to ensure that RST's strategic goals, outcomes, programs, and initiatives advance social and economic equity.

Strategies and Actions:

- a) *Equity Lens shall be used to evaluate loans and grants to ensure financial resources address disparities, advance strategic equity objectives, and do not result in unintended consequences.*
- b) *Prioritize regional projects to address growing inequity in the region. Close the income gap in underrepresented, disadvantage populations.*
- a) *Ensure the achievement of equity throughout the region by advancing a truly inclusive and transparent policy agenda for jobs, transportation, education, health and housing for all.*

Metro Regional Infrastructure Fund (RIF) Submission Summary (2017)

Project Name and Description	Funding Request	Metro Regional Solutions Priorities	Business Oregon Strategic Plan Priorities	Sustainable Community Objectives	Community Support	Initiative/ Plan/Strategy	Project Readiness/Timeliness	Job Retention/Creation	Other Potential Resources	Other Considerations / Comments
Beaverton Crescent Street & Plaza Improvements (applicant: city of Beaverton) - enhancements to Crescent Street would include crosswalks, street parking, loading and unloading zones, street lamps with electrical access and an extension of sidewalks to link the Creekside trail system. Crescent street is adjacent to the site of the future performing arts center.	<ul style="list-style-type: none"> •\$229,389 *funds from applicant: \$1,755,450. 	<ul style="list-style-type: none"> •economic development •infrastructure. 	<ul style="list-style-type: none"> •economic development 	<ul style="list-style-type: none"> •economy •community 	<ul style="list-style-type: none"> •Beaverton Community Vision Plan 	<ul style="list-style-type: none"> •Beaverton Community Vision Plan •Urban Renewal Area. 	<ul style="list-style-type: none"> •Working on gap funding for performing arts center. •Estimated project start date: early 2019. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> •Special Public Works Fund (SPWF) 	<ul style="list-style-type: none"> •Need letters of support.
Beaverton Western Avenue Improvement Project (applicant: city of Beaverton) - the project includes reconstruction of the existing 4-lane undivided vehicle only road to a 2-lane divided road with separated multi-use pedestrian and bicycle pathways; landscaped median and pedestrian/bicyclist buffer; transit stops; and upgraded storm water facilities and lighting. The project also includes traffic signal modification and intersection reconstruction at SW Western Avenue/SW 5th Street and SW Western Avenue/SW Allen Boulevard to ensure safe and efficient access for pedestrians, bicyclists, freight trucks and passenger vehicles.	<ul style="list-style-type: none"> •\$750,000 *funds from applicant: \$1,800,000; Other funds pending: Washington County Major Streets Improvement Program: \$1,575,000. 	<ul style="list-style-type: none"> •economic development •infrastructure. 	<ul style="list-style-type: none"> •economic development 	<ul style="list-style-type: none"> •economy •community •environment 	<ul style="list-style-type: none"> •West Five Strategy •Letters of support: -Westside Transportation Alliance -Kaiser Permanente. 	<ul style="list-style-type: none"> •West Five Strategy 	<ul style="list-style-type: none"> •Estimated Project Start Date: December 1, 2017 •Estimated Project Completion Date: October 31, 2020. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> •2020 Regional Transportation Bond •STIP Enhancement Funds •Metro Regional Flexible Funds Allocation •Immediate Opportunity Fund (IOF) •Special Public Works Fund (SPWF). 	
Canby Pioneer Industrial Park Access (applicant: city of Canby) - feasibility study to analyze alternative access from OR99E to Canby's Pioneer Industrial Park to help address capacity challenges .	<ul style="list-style-type: none"> •\$40,000 *funds from applicant: \$40,000. 	<ul style="list-style-type: none"> •economic development •infrastructure. 	<ul style="list-style-type: none"> •economic development 	<ul style="list-style-type: none"> •economy 	<ul style="list-style-type: none"> •Letters of support: -Clackamas County -Canby Area Chamber of Commerce. 	<ul style="list-style-type: none"> •Transportation System Plan 	<ul style="list-style-type: none"> •May start immediately. •Complete study within 6 months. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> •Transportation Growth Management (TGM) grants 	
Gresham Rockwood Rising Redevelopment Project (applicant: city of Gresham) - urban renewal project that includes four buildings surrounding a public plaza that will focus on workforce development, job training, healthcare, education, healthy food, small business development and housing. The Gresham Redevelopment Commission requests \$500,000 to support the redevelopment of Building D (makers space) which will house the construction and manufacturing apprentice programs.	<ul style="list-style-type: none"> •\$500,000 *funds from applicant: \$6,500,000; Other funds committed: Developer Investment: \$49,000,000, Oregon State Lottery Grant for Innovation Center (Building A): \$2,000,000. 	<ul style="list-style-type: none"> •economic development •equity •workforce development •clean energy/climate resiliency. 	<ul style="list-style-type: none"> •Innovate •economic development •equity 	<ul style="list-style-type: none"> •economy •community •environment 	<ul style="list-style-type: none"> •City of Gresham Urban Renewal Area •Community Engagement Report. 	<ul style="list-style-type: none"> •City of Gresham Urban Renewal Area 	<ul style="list-style-type: none"> •Estimated Project Start Date: Winter 2017/18 •Estimated Project Completion Date: Summer 2019. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> •Department of Land Conservation and Development Quick Response Grants •Department of Environmental Quality Materials Management Grants •Strategic Reserve Fund (SRF). 	<ul style="list-style-type: none"> •Need letters of support.
Hillsboro Technology Park Industrial Sanitary Sewer Line (applicant: city of Hillsboro) - deliver a critical sanitary sewer line that would run through the middle of the Hillsboro Technology Park (which includes 700 acres of vacant land that is designated for industrial development within the urban growth boundary) and connect to a Clean Water Services sanitary sewer pump station.	<ul style="list-style-type: none"> •\$300,000 *funds from applicant: \$1,500,000; Other funds committed: Clean Water Services: \$3,000,000. 	<ul style="list-style-type: none"> •economic development •infrastructure. 	<ul style="list-style-type: none"> •economic development 	<ul style="list-style-type: none"> •economy •environment 	<ul style="list-style-type: none"> •Hillsboro Technology Park Plan 	<ul style="list-style-type: none"> •Hillsboro Technology Park Plan 	<ul style="list-style-type: none"> •Estimated project start date: January 2018 •Estimated project completion date: September 2020. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> •Special Public Works Fund (SPWF) •Department of Environmental Quality Clean Water State Revolving Fund Loan Program. 	<ul style="list-style-type: none"> •Need letters of support.
Lake Oswego Lakeview Blvd. Design Refinement & Reconstruction (applicant: city of Lake Oswego) - project includes the design, engineering and construction of major right-of-way improvements along the southern and western edges of the Southwest Employment Area. The reconstructed roadway would include two widened travel lanes, a continuous sidewalk along one side of the road, street trees and a vegetated buffer with storm water treatment. The project would also improve the narrow intersection of 65th and McEwan, which is critical for routing freight trucks to/from the south end of the districts.	<ul style="list-style-type: none"> •\$2,978,000 *no other sources of funding identified. 	<ul style="list-style-type: none"> •economic development •infrastructure. 	<ul style="list-style-type: none"> •economic development 	<ul style="list-style-type: none"> •economy •environment 	<ul style="list-style-type: none"> •Lake Oswego SW Employment Area Plan 	<ul style="list-style-type: none"> •Lake Oswego SW Employment Area Plan 	<ul style="list-style-type: none"> •Estimated project start date: 2020. •Estimated project completion date: 2022 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> •Special Public Works Fund (SPWF) • Immediate Opportunity Fund (IOF) 	<ul style="list-style-type: none"> •Engage other partners and cities and refine scope of work. •Need letters of support.
Let Us Build Cully Park (applicant: Verde) - public/private partnership to design and construct a park on a former 25-acre landfill in Cully, a diverse neighborhood that is not well-served by parks or natural resources.	<ul style="list-style-type: none"> •\$100,000 *Other funds committed: public/private/philanthropic: \$11,414,998. 	<ul style="list-style-type: none"> •economic development •equity •infrastructure •brownfield redevelopment •workforce development. 	<ul style="list-style-type: none"> •economic development •equity 	<ul style="list-style-type: none"> •economy •community •environment 	<ul style="list-style-type: none"> •Letter of support from Living Cully •Other private and public sector funding partners. 	<ul style="list-style-type: none"> •Let us Build Cully Park initiative 	<ul style="list-style-type: none"> •Construction underway •Estimated Project Completion Date: June 2018. 	<ul style="list-style-type: none"> Yes 		<ul style="list-style-type: none"> •In spring 2017, Governor awarded the project \$100,000 (routed through Port of Portland). •Need public sponsor (i.e. city or county).

Metro Regional Infrastructure Fund (RIF) Submission Summary (2017)

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<p>Levee Ready Columbia (applicant: Columbia Corridor Drainage Districts Joint Contracting Authority) - multi-jurisdictional project to address flood management challenges along the 27-mile Columbia Corridor levee system .</p>	<p>●\$167,314</p> <p>*Funds from applicant: \$2,027,361; Other funds committed: project partners: (Business Oregon, Multnomah County, Metro, Port of Portland, cities of Portland, Gresham, Troutdale and Fairview, etc.) \$4,493,555.</p>	<ul style="list-style-type: none"> ●economic development ●equity ●infrastructure. 	<ul style="list-style-type: none"> ●economic development ●equity 	<ul style="list-style-type: none"> ●economy ●community ●environment 	<ul style="list-style-type: none"> ●Letters of support: <ul style="list-style-type: none"> -city of Portland -Fairview -Troutdale -Gresham -Columbia Corridor Association -Levee Ready Columbia -Multnomah County -Metro -Multnomah County Drainage District #1 -Port of Portland. 	<ul style="list-style-type: none"> ●Working on a long-term governance structure. 	<ul style="list-style-type: none"> ●Ongoing - project started in January 2014 ●Estimated Project Completion Date: June 30, 2019. 	<p>Yes</p>	<ul style="list-style-type: none"> ●Special Public Works Fund (SPWF) 	<ul style="list-style-type: none"> ●Regional Solutions allocated \$300,000 to project in 2016.
<p>North Milwaukie Industrial Area (applicant: city of Milwaukie) - Milwaukie seeks funds to complete property acquisition of three ODOT parcels (eight acres) in North Milwaukie Industrial Area to catalyze redevelopment including the recruitment of traded-sector employer.</p>	<p>●\$3,000,000</p> <p>*Funds from applicant: \$50,000; Other funds pending: Metro brownfield grants, current property owner and proposed Legislative ask: \$5,010,000.</p>	<ul style="list-style-type: none"> ●economic development ●infrastructure. 	<ul style="list-style-type: none"> ●economic development 	<ul style="list-style-type: none"> ●economy ●community 	<ul style="list-style-type: none"> ●Tacoma Station Area Plan ●North Milwaukie Industrial Area Plan. 	<ul style="list-style-type: none"> ●Tacoma Station Area Plan ●North Milwaukie Industrial Area Plan 	<ul style="list-style-type: none"> ●Estimated Project start date: January 2019 ●Estimated Project Completion Date: January 2021. 	<p>Yes</p>		<ul style="list-style-type: none"> ●Need letters of support.
<p>Oregon City Molalla Avenue (applicant: Oregon City) - includes design, right of way acquisition and construction providing a complete street when done. Project improvements will increase pedestrian and bike traffic by addressing safety and access issues and improve "last mile" connections to employment and workforce development destinations in the corridor.</p>	<p>●\$500,000</p> <p>*Funds from applicant: \$3,663,747; Other funds committed: Metro Regional Flexible Funds Allocation Grant, TriMet Bus Stop Improvements: \$3,821,632.</p>	<ul style="list-style-type: none"> ●economic development ●equity ●infrastructure ●workforce development. 	<ul style="list-style-type: none"> ●economic development ●rural economic stability ●equity 	<ul style="list-style-type: none"> ●economy 	<ul style="list-style-type: none"> ●Letters of support: <ul style="list-style-type: none"> -Clackamas Community College -Oregon City Chamber of Commerce. 	<ul style="list-style-type: none"> ●Molalla Avenue Corridor Employment Lands ●Oregon City's Enterprise Zone. 	<ul style="list-style-type: none"> ●Estimated Project Start Date: November 2018 ●Estimated Project Completion Date: December 2020. 	<p>Yes</p>	<ul style="list-style-type: none"> ●Special Public Works Fund (SPWF) ● Immediate Opportunity Fund (IOF) 	
<p>Wilsonville Garden Acres Road in the Coffee Creek Industrial Area (applicant: city of Wilsonville) - Phase one of construction will be limited to two travel lanes, bike lanes on both sides, and a sidewalk on the eastside. This capital project has the ability to open up multiple properties in the heart of the Coffee Creek area for development and jobs.</p>	<p>●\$200,000</p> <p>*Funds from applicant: \$2,637,000; Other funds committed: Coffee Creek Urban Renewal District: \$5,393,000. Other funds pending: developer contribution \$152,000.</p>	<ul style="list-style-type: none"> ●economic development ●infrastructure. 	<ul style="list-style-type: none"> ●economic development 	<ul style="list-style-type: none"> ●economy ●community 	<ul style="list-style-type: none"> ●Coffee Creek Industrial Area Master Plan ●Coffee Creek Regionally Significant Industrial Area (RSIA) ●Coffee Creek Urban Renewal Area. 	<ul style="list-style-type: none"> ●Coffee Creek Industrial Area Master Plan ●Coffee Creek Regionally Significant Industrial Area (RSIA) ●Coffee Creek Urban Renewal Area. 	<ul style="list-style-type: none"> ●Estimated project start date June 2018. ●Estimated Completion date is November 2019. 	<p>Yes</p>	<ul style="list-style-type: none"> ● Special Public Works Fund (SPWF) ●Immediate Opportunity Fund (IOF) 	<ul style="list-style-type: none"> ●Need letters of support.

Regional Infrastructure Fund - Requests for Information												
No.	Applicant	Project Name	Amount Requested	Funds from		Total Project Cost	Date Rec'd	RFI Complete (Basic Review)?	Notes	Date Forwarded to LH	Region	RDO
				Potential Applicant	Other Funds							
1	OR NW Workforce Investment Board dba Northwest OR Works	Advanced Textile Trianing	\$17,975	\$77,000	\$22,200	\$117,175	10/30/2017	Yes		11/6/2017	01 North Coast	Melanie Olson
1	Banks	Water System Upgrades, Parks, Woodman & Wilkes Looping Connections, Carsten Reservoir No. 2 Rehabilitation	\$1,700,000	\$0	\$0	\$1,700,000	10/31/2017	No	Letters of support not attached	11/6/2017	01 North Coast (04 Metro)	Bryan Guiney
1	Forest Grove	Backup Water Supply Connection	\$400,000	\$50,000	\$0	\$450,000	10/31/2017	No	Letters of support not attached	11/6/2017	01 North Coast (04 Metro)	Bryan Guiney
1	Forest Grove	Elm Street Industrial Extension	\$325,000	\$0	\$50,000	\$375,000	10/31/2017	No	Letters of support not attached	11/6/2017	01 North Coast (04 Metro)	Bryan Guiney
1	Forest Grove	Taylor Way Extension	\$700,000	\$0	\$0	\$700,000	10/31/2017	No	Letters of support not attached	11/6/2017	01 North Coast (04 Metro)	Bryan Guiney
1	Creswell	Bald Knob Industrial Rehabilitation	\$2,500,000	\$0	\$650,000	\$3,150,000	10/31/2017	No	Letters of support not attached	11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Lane County	Dillard Road Interchange Study	\$300,000	\$0	\$0	\$300,000	10/31/2017	No	Letters of support not attached	11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Linn-Benton CC	Advanced Transportation Technology Center	\$51,234	\$4,933,867	\$8,918,976	\$13,904,077	10/27/2017	No	Letters of support not attached	11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Linn-Benton CC	Meeting Workforce Needs by Expanding Advanced Manufacturing Training	\$480,000	\$8,933,464	\$11,600,000	\$21,013,464	10/31/2017	No	Letters of support not attached	11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Newport	Big Creek Dam Replacement Design and Construction	\$10,000,000	\$20,000,000	\$20,000,000	\$50,000,000	10/30/2017	Yes		11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Veneta	Middle Mile Fiber Connection	\$30,000			\$30,000	10/18/2017	No	Letters of support not attached	10/20/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Brookings	Airport Access & Runway Extension Plan	\$40,000			\$40,000	10/25/2017	Yes		10/27/2017	03 South Coast	Sean Stevens
1	Brookings	Airport Industrial Park Infrastructure Plan	\$50,000			\$50,000	10/24/2017	Yes		10/27/2017	03 South Coast	Sean Stevens
1	Brookings	North Brookings Sewer Extension	\$3,000,000			\$3,000,000	10/24/2017	Yes		10/27/2017	03 South Coast	Sean Stevens
1	Coos Bay	The Hollering Place Redevelopment - Sea Wall Replacement	\$504,618	\$10,580	\$138,790	\$653,988	10/31/2017	Yes		11/6/2017	03 South Coast	Sean Stevens
1	Coquille	Fire Station Expansion and Upgrade	\$1,930,519	\$80,000	\$900,000	\$2,910,519	10/31/2017	No	1. Letters of support not attached; 2. Region priorities not mentioned	11/6/2017	03 South Coast	Sean Stevens
1	Douglas County Parks Dept	Winchester Infrastructure Development	\$910,440	\$1,150,000	\$650,000	\$2,710,440	10/31/2017	No	Letters of support not attached	11/6/2017	03 South Coast	Sean Stevens
1	Port of Port Orford	Seafood Center	\$500,000	\$250,000	\$6,000,000	\$6,750,000	10/31/2017	No	Letters of support not attached	11/6/2017	03 South Coast	Sean Stevens
1	Reedsport	Multi-hazard Flood Resiliency Project	\$468,980			\$468,980	10/25/2017	No	Letters of support not attached	10/27/2017	03 South Coast	Sean Stevens
1	OR Resources Research & Education Center	Fort Euchre Outdoor STEM School	\$500,000	\$0	\$800,400	\$1,300,400	10/31/2017	No	Region priorities not mentioned	11/6/2017	03 South Coast & 06 Southern	Sean Stevens & Marta Tarantsey
1	Beaverton	Crescent Street & Plaza Improvements	\$229,389	\$1,755,450	\$0	\$1,984,839	10/30/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Beaverton	Western Avenue Improvement Project	\$750,000			\$750,000	10/23/2017	Yes		10/27/2017	04 Metro	Bryan Guiney
1	Canby	Pioneer Industrial Park Access from OR99E	\$40,000	\$40,000	\$0	\$80,000	10/31/2017	Yes		11/6/2017	04 Metro	Bryan Guiney

1	Columbia Corridor Drainage Districts Joint Contracting Authority	Levee Ready Columbia	\$167,314	\$2,027,361	\$4,493,555	\$6,688,230	10/31/2017	Yes		11/6/2017	04 Metro	Bryan Guiney
1	Gresham Redevelopment Commission	Rockwood Rising Redevelopment Project	\$500,000	\$6,500,000	\$51,000,000	\$58,000,000	10/31/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Hillsboro	Technology Park Industrial Sanitary Sewer Line	\$300,000	\$1,500,000	\$3,000,000	\$4,800,000	10/31/2017	Yes		11/6/2017	04 Metro	Bryan Guiney
1	Lake Oswego	Lakeview Blvd Design Refinement and Reconstruction	\$2,978,000	\$0	\$0	\$2,978,000	10/31/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Milwaukie	North Milwaukie Industrial Area: ODOT Site Acquisition	\$3,000,000	\$50,000	\$5,010,000	\$8,060,000	10/31/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Oregon City	Molalla Avenue	\$500,000	\$3,663,747	\$3,821,632	\$7,985,379	10/30/2017	Yes		11/6/2017	04 Metro	Bryan Guiney
1	Verde	Let Us Build Cully Park	\$100,000	\$0	\$11,414,998	\$11,514,998	10/31/2017	Yes		11/6/2017	04 Metro	Bryan Guiney
1	Wilsonville	Garden Acres Road in the Coffee Creek Industrial Area	\$200,000	\$2,637,000	\$5,545,000	\$8,382,000	10/30/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Amity	Expansion of UGB and Infrastructure Across Ash Swale	\$2,664,765	\$0	\$0	\$2,664,765	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Carlton	Wastewater Improvements Project	\$3,500,000	\$500,000	\$0	\$4,000,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Chemeketa CC	Diesel Technology Training Building Project	\$900,000	\$500,000	\$600,000	\$2,000,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Dallas	Project Indigo II	\$1,000,000	\$0	\$4,000,000	\$5,000,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Donald	Wastewater Lagoon Expansion	\$1,620,000	\$0	\$0	\$1,620,000	10/30/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Donald	Water Source & Treatment Improvements	\$700,000	\$0	\$0	\$700,000	10/30/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Gervais	2018 Utility Master Plan Updates - Water, Wastewater, Storm Drain	\$75,000			\$75,000	10/19/2017	Yes		10/20/2017	05 Mid-Valley	Dennie Houle
1	Lafayette	Replacement of Copper Laterals Due to Corrosion	\$400,000	\$50,000	\$0	\$450,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Lafayette	Water Transmission Intertie to McMinnville	\$2,000,000	\$500,000	\$0	\$2,500,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Marion County	Brooks/Hopmere Business Retention	\$712,960			\$712,960	10/12/2017	Yes		from LH	05 Mid-Valley	Dennie Houle
1	Marion County	Detroit Area Marina Resiliency Project	\$650,000	\$197,415	\$177,290	\$1,024,705	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Marion County	North Santiam Joint Sewer Project Phase II	\$730,000	\$200,000	\$50,000	\$980,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Marion County	Santiam River Trail Phase 1	\$500,000			\$500,000	10/12/2017	Yes		from LH	05 Mid-Valley	Dennie Houle
1	Marion County	Santiam River Trail Phase 2	\$2,500,000			\$2,500,000	10/12/2017	Yes		from LH	05 Mid-Valley	Dennie Houle
1	McMinnville Water & Light	Fueling Station for Business Continuity	\$295,000	\$885,000	\$0	\$1,180,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Mountain West Career Technical Institute	Salem-Keizer Career Technical Education Center (CTEC)	\$100,000	\$14,428,852	\$2,330,000	\$16,858,852	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Newberg	Wynooski Road Sanitary Sewer Extension	\$250,000	\$0	\$551,000	\$801,000	10/31/2017	No	Region priorities not mentioned	11/6/2017	05 Mid-Valley	Dennie Houle
1	Polk County	La Creole Orchards Water Storage for Irrigation	\$78,856	\$10,000	\$0	\$88,856	10/27/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle

1	RedBuilt LLC	Laminated Veneer Lumber (LVL) Press Installation	\$1,000,000	\$1,000,000	\$0	\$2,000,000	11/1/2017	No	Letters of support not attached	11/8/2017	05 Mid-Valley	Dennie Houle
1	Riverside Orchards	The Campus at Riverside Orchards	\$750,000	\$2,500,000	\$15,500,000	\$18,750,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Stayton	Shaff Rd/Wilco Rd Intersection Improvements	\$2,500,000	\$5,000,000	\$0	\$7,500,000	10/30/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Turner	Downtown Re-development	\$1,000,000	\$300,000	\$200,000	\$1,500,000	10/24/2017	No	Letters of support not attached	11/8/2017	05 Mid-Valley	Dennie Houle
1	Turner	Mill Creek Flood Mitigation Construction	\$1,500,000	\$50,000	\$950,000	\$2,500,000	10/24/2017	No	Letters of support not attached	11/8/2017	05 Mid-Valley	Dennie Houle
1	Willamette Equities Inc	Sheridan, OR, Viola Street and Fox Hollow Residential Water Drainage	\$650,000	\$4,037,000	\$0	\$4,687,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Willamette Valley Vineyards	Bernau Estate Winery & Vineyard	\$500,000	\$5,500,000	\$0	\$6,000,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Willamina	6th Street Booster Station & Water Main to High School with Zone Pressure Upgrades	\$1,164,000	\$40,000	\$0	\$1,204,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Woodburn	Southwest Industrial Area - Butteville and OR219 Intersection	\$395,000	\$25,000	\$0	\$420,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Yamhill	Water Transmission Line from Reservoirs to Town	\$4,000,000	\$100,000	\$100,000	\$4,200,000	11/3/2017	No	Letters of support not attached	11/8/2017	05 Mid-Valley	Dennie Houle
1	Ashland	Croman Mill Project	\$100,000	\$0	\$250,000	\$350,000	10/31/2017	No	Letters of support not attached	11/6/2017	06 Southern	Marta Tarantsey
1	Ashland	Railroad Property Redevelopment	\$50,000	\$25,000	\$25,000	\$100,000	10/31/2017	No	Letters of support not attached	11/6/2017	06 Southern	Marta Tarantsey
1	Butte Creek Mill Foundation	Butte Creek Mill Restoration	\$200,000	\$0	\$2,400,000	\$2,600,000	10/31/2017	Yes		11/6/2017	06 Southern	Marta Tarantsey
1	Gold Hill Whitewater Center	Whitewater Park / Venue for 2028 Olympic Games	\$185,000	\$2,000	\$18,000	\$205,000	10/31/2017	No	Letters of support not attached	11/6/2017	06 Southern	Marta Tarantsey
1	Grants Pass	Spalding Industrial Park Water Infrastructure Improvements	\$1,000,000	\$482,000	\$4,494,000	\$5,976,000	10/31/2017	No	Letters of support not attached	11/6/2017	06 Southern	Marta Tarantsey
1	Cascade Locks	Gorge Bike Hub	\$107,700	\$67,300	\$125,000	\$300,000	10/30/2017	no	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Dufur	Wastewater System Improvements	\$4,403,000	\$0	\$0	\$4,403,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Dufur	Water System Improvements	\$2,000,000	\$318,700	\$0	\$2,318,700	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Frontier TeleNet	FTN & Q-Life Broadband Interconnect	\$1,600,000	\$0	\$0	\$1,600,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Maupin	Fiber Network	\$500,000	\$5,000	\$529,891	\$1,034,891	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Port of Hood River	Lot 1 Development Anchor Way Extension	\$550,000	\$3,735,000	\$250,000	\$4,535,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Port of Hood River	Lower Mill Redevelopment Site Water Utility Improvement	\$200,000	\$250,000	\$0	\$450,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Q-Life Intergovernmental Agency	Cascadia Internet East Route Interconnection	\$150,000	\$0	\$0	\$150,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Confederated Tribes of Warm Springs	Industrial Park Wastewater Project	\$1,135,669	\$283,917	\$0	\$1,419,586	10/30/2017	No	Letters of support not attached	11/6/2017	08 Central	Tom Rowley
1	Culver	Stormwater Project - South Iris Lane	\$471,000			\$471,000	10/20/2017	No	Letters of support not attached	10/27/2017	08 Central	Tom Rowley
1	Madras	Hess Street Industrial Sewer Project	\$160,700	\$10,000	\$10,000	\$180,700	10/31/2017	Yes		11/6/2017	08 Central	Tom Rowley
1	Madras	Industrial Zone Street Rehabilitation (Conroy and East)	\$440,000	\$40,000	\$0	\$480,000	10/31/2017	Yes		11/6/2017	08 Central	Tom Rowley
1	Madras	North Madras Sewer Project	\$1,685,000	\$185,000	\$0	\$1,870,000	10/31/2017	Yes		11/6/2017	08 Central	Tom Rowley

1	OSU Cascades	Cascades Bioscience Incubator (CBI) Project	\$647,770	\$0	\$1,080,000	\$1,727,770	10/31/2017	No	Letters of support not attached	11/6/2017	08 Central	Tom Rowley
1	Redmond	South Industrial Area Water Pump Station	\$1,250,000	\$1,250,000	\$0	\$2,500,000	10/31/2017	Yes		11/6/2017	08 Central	Tom Rowley
1	Klamath Falls	Brett Way Road Extension - Utility System Upgrades	\$1,000,000	\$530,000	\$30,000	\$1,560,000	10/31/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	Lake County	Airport Utilities	\$150,000	\$15,000	\$0	\$165,000	10/30/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	Lake County	Fairgrounds Master Plan	\$75,000	\$7,433	\$0	\$82,433	10/31/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	Lakeview	Bullard Canyon Spring Line Repair & Micro-Hydroelectric Project	\$225,000	\$50,000	\$0	\$275,000	10/31/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	South Central OR Economic Development District	Lake County Broadband Project	\$1,000,000	\$50,000	\$2,950,000	\$4,000,000	10/31/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	Adams	Public Works Shop and Meeting/Event Space	\$100,000			\$100,000	10/25/2017	No	Letters of support not attached	10/27/2017	10A Greater Eastern	Melisa Drugge
1	Arlington	Municipal Airport Paving Project	\$1,360,000	\$140,000	\$200,000	\$1,700,000	10/30/2017	No	Letters of support not attached	11/6/2017	10A Greater Eastern	Melisa Drugge
1	Blue Mountain CC	FARM Phase II Project	\$200,000	\$5,000,000	\$450,000	\$5,650,000	10/31/2017	Yes		11/6/2017	10A Greater Eastern	Melisa Drugge
1	Hermiston	Sewer Bottleneck	\$400,000			\$400,000	10/3/2017	No	Letters of support not attached	10/6/2017	10A Greater Eastern	Melisa Drugge
1	Housing Authority of County of Umatilla	Patriot Heights	\$3,000,000	\$0	\$7,100,000	\$10,100,000	10/31/2017	No	Letters of support not attached	11/6/2017	10A Greater Eastern	Melisa Drugge
1	Milton-Freewater	Wine Incubator/Accelerator	\$1,500,000	\$100,000	\$0	\$1,600,000	10/31/2017	Yes		11/6/2017	10A Greater Eastern	Melisa Drugge
1	Pendleton	UAS Test Range Hanger Project	\$200,000	\$446,900	\$1,346,900	\$1,993,800	11/1/2017	No	Letters of support not attached	11/6/2017	10A Greater Eastern	Melisa Drugge
1	Port of Morrow	Artificial Recharge Project	\$100,000	\$300,000	\$0	\$400,000	10/31/2017	No	Letters of support not attached	11/6/2017	10A Greater Eastern	Melisa Drugge
1	Umatilla	Central Park Water Re-use Project	\$400,000	\$150,000	\$70,000	\$620,000	10/30/2017	Yes		11/6/2017	10A Greater Eastern	Melisa Drugge
1	Willow Creek Valley Economic Development Group (WCVEDG)	Workforce Housing	\$40,000	\$250,000	\$135,000	\$425,000	11/1/2017	Yes		11/6/2017	10A Greater Eastern	Melisa Drugge
1	Harney County	"Value Added" Manufacturing Facility	\$1,000,000	\$100,000	\$0	\$1,100,000	10/27/2017	No	Letters of support not attached	11/6/2017	10B Greater Eastern	Scott Fairley
1	Harney County	Music, Arts, and Performing Arts Auditorium Building	\$75,000	\$20,000	\$0	\$95,000	10/31/2017	No	Letters of support not attached	11/6/2017	10B Greater Eastern	Scott Fairley
1	Hines	Water System Improvements	\$7,199,000	\$0	\$0	\$7,199,000	10/31/2017	Yes		11/6/2017	10B Greater Eastern	Scott Fairley
1	John Day	Oregon Pine Redevelopment / John Day Innovation Gateway	\$975,000	\$520,000	\$0	\$1,495,000	10/30/2017	Yes		11/6/2017	10B Greater Eastern	Melisa Drugge
1	Malheur County Economic Development	Project FFM	\$100,000	\$0	\$26,000,000	\$26,100,000	10/31/2017	Yes		11/6/2017	10B Greater Eastern	Scott Fairley
1	Adelsberger Enterprises LLC	The Gardens of La Grande	\$1,500,000			\$1,500,000	10/26/2017	Yes		10/27/2017	11 Northeast	Brian McDowell
1	Baker City	Elkhorn View Industrial Park Development	\$200,371	\$0	\$10,000	\$210,371	10/31/2017	Yes		11/6/2017	11 Northeast	Brian McDowell
1	Joseph	Industrial Lands Water and Sewer Extension	\$631,260	\$0	\$0	\$631,260	11/1/2017	No	Letters of support not attached	11/6/2017	11 Northeast	Brian McDowell
1	La Grande	IGNITE E-Center Project	\$540,000	\$0	\$115,000	\$655,000	10/31/2017	Yes		11/6/2017	11 Northeast	Brian McDowell
1	Union County	Buam Industrial Park Paving Project	\$500,000	\$24,300	\$300,000	\$824,300	10/31/2017	Yes		11/6/2017	11 Northeast	Brian McDowell
104	Total Rec'd		\$104,615,520	\$103,839,286	\$205,947,632	\$413,338,138	Total Requested					

REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name City of Beaverton	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 12725 SW Millikan Way Beaverton, OR 97005	Mailing Address PO Box 4755 Beaverton, OR 97076
Office Phone 503-526-2678	Web URL www.beavertonoregon.gov

SECTION 1 B: PROJECT CONTACT	
Name Cadence Petros	Title Development Division Manager
Phone 503-526-2213	Email cpetros@beavertonoregon.gov
Phone (cell)	

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Crescent Street & Plaza Improvements
Project Region	
To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:	
<input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)	
<input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties)	
<input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)	
<input type="radio"/> South Coast (Coos, Curry, and Douglas Counties)	
<input type="radio"/> Southern (Jackson and Josephine Counties)	
<input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties)	
<input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties)	
<input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties)	
<input type="radio"/> South Central (Klamath and Lake Counties)	
<input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)	
<input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)	

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location (*physical address including city and county*)

Is there community support for this project? **Yes** **No**

Describe and attach letters of support.

Project Category

- Planning Design only Construction only Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	229,389	
Funds from potential applicant	1,755,450	
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$ 1,984,839	

Cost Estimate Date:	10/11/2017	Prepared by	
Estimated Project Start Date:	Early 2019	Completion Date:	TBD

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

As part of Beaverton's Urban Renewal Area, the Creekside District encompasses many opportunities to enhance existing commercial and residential property and construct regional attractions that can boost economic opportunities for the City. This includes the construction of a performing arts facility with a 450-seat center for professional theater, dance, live music, and arts education. Establishing a performing arts center is one of the adopted ideas in the Beaverton Community Vision plan and thoroughly vetted with the community for its interest and market appeal. As part of the construction of the facility, enhancements would be made to the adjacent street (Crescent Street) to allow for activation of outdoor events like farmers markets or cultural festivals. This also includes plans for an outdoor plaza as an extension of the arts facility.

Proposal / Solution *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

Enhancement made to Crescent Street would include pedestrian cross walks, street parking, loading and unloading zones, street lamps with electrical access and an extension of side walks to link the Creekside trail system. This would increase safety with an emphasis on pedestrians, create the ability to activate outdoor events on the street, and improve the public place making amenities.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report:

KARNOWSKI Mari * BIZ

From: Victor Sin <vsin@beavertonoregon.gov>
Sent: Monday, October 30, 2017 12:12 PM
To: Regional InfrastructureFund * BIZ
Subject: ROI | Business Oregon | City of Beaverton
Attachments: Request for Information Form _COB.pdf

Good Afternoon,

Attached is the City's submission for the Request for Information. Please let me know if you have any questions. Thank you.

Kindly,
Victor Sin

Victor Sin, MBA | Management Analyst | Office of the Mayor
City of Beaverton | P.O. Box 4755 | Beaverton, OR 97076
503.526.2678 (Office) | 971.205.9044 (Mobile) | vsin@BeavertonOregon.gov (Email)

www.BeavertonOregon.gov



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REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name City of Beaverton	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 12725 SW Millikan Way, 97076	Mailing Address PO Box 4755, 97076
Office Phone (503) 526-2466	Web URL BeavertonOregon.gov

SECTION 1 B: PROJECT CONTACT	
Name Luke Pelz	Title Senior Transportation Planner
Phone (503) 526-2466	Email lpelz@BeavertonOregon.gov
Phone (cell)	

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Western Avenue Improvement Project
Project Region	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties) <input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties) <input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties) <input type="radio"/> South Coast (Coos, Curry, and Douglas Counties) <input type="radio"/> Southern (Jackson and Josephine Counties) <input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties) <input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties) <input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties) <input type="radio"/> South Central (Klamath and Lake Counties) <input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties) <input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)

Metro Priorities

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- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
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- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location *(physical address including city and county)*

City of Beaverton, Washington County, Oregon. SW Western Avenue (SW 5th Street to SW Allen Boulevard).

Is there community support for this project? **Yes** **No**

Describe and attach letters of support. See attached letters of support from Kaiser Permanente and the Westside Transportation Alliance.

Project Category

- Planning
- Design only
- Construction only
- Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST		
	Amount	
Funding Request from Regional Infrastructure Fund	750,000	
Funds from potential applicant	1,800,000	
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds: Washington County Major Streets Improvement Program	1,575,000	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$ 4,125,000	
Cost Estimate Date: August 22, 2017	Prepared by Jim Brink	
Estimated Project Start Date: December 1, 2017	Completion Date: October 31, 2020	

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

The West Five Employment District is centrally located in the Portland region and includes Beaverton's largest block of industrial land. The area is home to a diverse mix of industrial, office and commercial uses, providing approximately 3,500 jobs. While well positioned, many sites and buildings within the District are underutilized. In developing the West Five Strategy, the City engaged existing businesses, property owners, employees and surrounding neighbors to identify actions the City and its partners can take to increase economic activity within the District and position the area to respond to emerging employment trends and opportunities for growth and redevelopment.

Overwhelmingly, stakeholders identified the need to complete gaps in the pedestrian and bicycle networks within the District. SW Western Avenue provides a key connection between the Fanno Creek Trail and amenities located in Beaverton's Old Town (accessed from SW 5th Street). There is an incomplete shared-use pathway on the west side of Western Avenue that is in poor condition. The lack of pedestrian and bicycle facilities in the area, coupled with the absence of mid-block crossings, make it difficult to travel throughout the district without a car.

The corridor has also experienced a high portion of vehicular rear-end and turning movement crashes. Western Avenue has four travel lanes with no center turn lane. Over a recent five-year period (2011-2015), 70 crashes occurred along this corridor, with rear-end and turning movements accounting for 87 percent of crashes.

Proposal / Solution *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

The Western Avenue Improvement Project (SW 5th Street to Allen Boulevard) is the signature capital project of the West Five Strategy. The Strategy can be viewed at www.BeavertonOregon.gov/DocumentCenter/View/18663.

The City's intent is to demonstrate commitment to infrastructure investment in the area in order to help existing businesses thrive and to encourage future redevelopment. This final design and construction project will improve traffic flow, safety and the experience of all travelers to and within the West Five District.

The project includes reconstruction of the existing 4-lane undivided vehicle only road to a 2-lane divided road with separated multi-use pedestrian and bicycle pathways; landscaped median and pedestrian/bicyclist buffer; transit stops; and upgraded storm water facilities and lighting. The project also includes traffic signal modification and intersection reconstruction at SW Western Avenue/SW 5th Street and SW Western Avenue/SW Allen Boulevard to ensure safe and efficient access for pedestrians, bicyclists, freight trucks, and passenger vehicles.

Throughout design and construction the City intends to work closely with property owners, the rail owner and other key stakeholders to ensure successful implementation.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report: June 13, 2017

5/25/17

Mayor Doyle and Beaverton City Council

12725 SW Millikan Way

Beaverton, OR 97005

RE: West Five Employment District Strategy

Dear Mayor Doyle and Beaverton City Council,

I am writing this letter to offer my support for adoption of the West Five Employment District Strategy.

As a member of the project Steering Committee, Administrator of the Kaiser Permanente Beaverton Medical Office, and lifelong Beaverton resident, I believe the city's efforts to improve bike and pedestrian access to Western Avenue and provide enhanced connections throughout the district will benefit our employees, patients and the broader Beaverton community.

Kaiser Permanente is making a significant investment in the area with the development of our new Beaverton Medical Office. It is my hope that implementation of the West Five Strategy will breathe new life into the area and improve community health by ensuring safer, more pleasant, and pedestrian-oriented access and design along Western Avenue.

On behalf of Kaiser Permanente, I am happy to lend my support to this effort and look forward to future collaboration with the City of Beaverton.

Sincerely,



Santo Graziano

Department Administrator

Kaiser Permanente

Beaverton Medical Office



**Westside
Transportation
Alliance**

May 19, 2017

Mayor Doyle and Beaverton City Council
12725 SW Millikan Way
Beaverton, OR 97005

Dear Mayor Doyle and Beaverton City Council,

On behalf of the Westside Transportation Alliance (WTA), I am writing to support the West Five Employment District Strategy draft (March 2017). The proposed plan will help develop the community's active and multimodal transportation network, providing more options to walk, bike, and take transit for both commute and work day trips.

As the sole transportation management association in Washington County, WTA works with its partners to reduce single-occupancy vehicle commute trips to and from work sites. By doing this, we can also reduce greenhouse gas emissions, foster economic vitality, improve health, and enhance the efficiency of our regional transportation network. The West Five Strategy will help connect employers to transportation options, and thus has the potential to increase the number of trips taken by bicycling, walking and transit, with subsequent environmental, economic and health benefits.

In support of this project, WTA will reach out to existing businesses in the West Five District to encourage transportation options use once improvements are made. We look forward to continued partnership with the City of Beaverton and to helping ensure that the project is a success.

Sincerely,

Jeff Pazdalski
Executive Director

Westside Transportation Alliance
12725 SW Millikan Way, Suite 300
Beaverton, OR 97005
503.906.7941

WEST FIVE

Employment District Strategy

MAY 2017



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Introduction

The West Five Employment District is centrally located in the Portland region, serving as the ideal location for businesses to attract employees and distribute goods. The heart of the District focuses around the intersection of SW Western Ave and SW 5th St.

SW Western Ave serves as the primary connection within the District that facilitates freight movement and connects employees to the commercial areas in the north and south ends the District. SW 5th St provides a direct connection to downtown Beaverton and its surrounding neighborhoods,

Figure 1: West Five Businesses of Interest



allowing employees to enjoy active transportation options to the District, as well as quick access to downtown amenities and services.

The City of Beaverton has partnered with existing businesses within the District to determine the most valuable infrastructure investments and actions the city can take to help them grow, as well as attract future employers. The vision, goals, and implementation actions for the West Five Employment District are described in this Strategy.

Overview

West Five is an ideal location for employers with its premier highway and interstate access from the center of the region. West Five is positioned within the heart of Portland’s “silicon forest” and in Nike’s backyard. At the same time, West Five employers benefit from being in the Beaverton community, which was described by Money magazine as one of the Top 10 Best Places to Live in 2016. This highly desirable location allows employers to easily attract employees, move goods, and serve the surrounding regional industrial base.

Figure 2: Regional Site Location



While well positioned, the original industrial development within the West Five district was built in the mid-1960s and oriented around short-line rail that now experiences minimal use. Thus, many sites and buildings within the District are underutilized. Furthermore, flexibility for smaller sites and building footprints is now desired to accommodate a range of businesses including smaller start-ups. Recognizing this shift in needs from a traditional heavy industrial area, the City and local stakeholders have partnered to identify strategic investments and actions that will position the District to respond to emerging employment trends and opportunities for growth and redevelopment within the modern economy.

West Five Assets

Business stakeholders appreciate the following West Five assets and find them to be key reasons to stay and grow in the District.

Accessible. West Five's central location makes it highly accessible for employees to come in and shipments to go out.

Efficient. As a central hub in the Portland region, West Five is the ideal location for the numerous wholesale trade companies thriving in the growing e-commerce economy.

Flexible. West Five is home to 5,000 – 200,000 square foot facilities and the businesses appreciate this range of opportunity. More small space for start-ups is desired.

Walkable. Business owners agree that West Five is perfect for walking meetings along Fanno Creek trail. Enhanced connections to this asset are needed.

Vision

West Five is a Central District for forward thinkers, makers, problem solvers, and wholesale distributors. West Five offers flexible space for innovative companies who need to move goods from a central hub.

Background

The following information outlines general trends in economic development and the potential industry growth in the City of Beaverton, specifically within the West Five Employment District. This information shapes the future vision for the District and the Strategy needed to realize it.

Traded vs. Local Sector

Traded-sector businesses include industries and employers which produce goods and services that are consumed outside the region where they are made (e.g., medical equipment, food, and software). Therefore, traded-sector businesses bring new income to the area. Workers in the traded-sector tend to be better educated, work more hours, and earn higher average wages than local-sector business, which allows them to spend more income on local goods and services. As the traded-sector increases both employment and wages, it also enables entrepreneurs to develop skills and resources to foster innovation and start new businesses. Furthermore, certain traded-sector companies foster a supply-chain effect that creates the need for additional companies to supply components of a product that is manufactured.

Local-sector businesses include industries and firms that produce goods and services that are consumed locally in the region where they were

Table: 1 West Five Companies

Traded-Sector	Local-Sector
	

made (e.g., professional services, health care, and retail). Therefore, local-sector businesses circulate existing income in the area. These businesses are important as they make a community distinct and provide amenities to attract young professionals and families that drive the new economy. Examples of traded and local sector wages for companies within West Five are provided in Table 1.

Table 2, below, highlights the wage difference between traded-sector jobs (green) and local-sector jobs (yellow) by business types within the West Five District. The local-sector industry exceptions regarding wages are health care and construction. These two industries are beneficial to the economic base by generating large numbers of high-wage jobs, some of which have less significant education requirements. However, these two industries do not generate a significant supply-chain effect or foster an environment for innovative new companies to emerge that grow Beaverton’s economic base.

Table 2: West Five Industry Wages

NAICS	Sector	Firms	Jobs	Payroll	Pay Per Employee
62	Health Care & Social Assistance	11	361	\$27,855,258	\$77,161
42	Wholesale Trade	53	775	\$53,483,672	\$69,011
51	Information	8	318	\$21,725,293	\$68,319
33	Manufacturing (metals, machines, furn., equip., etc.)	9	181	\$11,631,431	\$64,262
31	Manufacturing (food, textile, etc.)	3	203	\$12,874,170	\$63,420
55	Management of Companies & Enterprises	3	64	\$3,948,197	\$61,691
54	Professional, Scientific, & Technical Services	22	140	\$8,526,542	\$60,904
23	Construction	10	370	\$21,310,352	\$57,596
32	Manufacturing (wood, paper, chemical, etc.)	10	325	\$17,641,736	\$54,282
56	Administrative/ Support	13	153	\$6,147,650	\$40,181
44	Retail Trade	12	141	\$4,595,001	\$32,589
45	Retail Trade	20	220	\$6,419,870	\$29,181
48	Transportation & Warehousing	7	365	\$10,167,576	\$27,856
61	Educational Services	10	135	\$3,739,710	\$27,702
53	Real Estate & Retail & Leasing	3	31	\$809,378	\$26,109
71	Arts, Entertainment, & Recreation	21	325	\$7,859,486	\$24,183
81	Other Services (except Public Administration)	7	44	\$821,857	\$18,679
72	Accommodation & Food Services	9	115	\$1,975,237	\$17,176

Note: Green= traded-sector jobs; Yellow=local-sector jobs

Source: City of Beaverton, March, 2016

What Do Employers Want in a Site?

In considering the opportunities for the future redevelopment of the West Five District, it is important to understand the key trends driving desired employment locations in a suburban context, as summarized below.

Location, Location, Location

In a recent study by Newmark Grubb Knight Frank, it was determined that 1,169 United States office properties, totaling 95.2 million square feet, are likely obsolete due to location and physical deficiencies that do not meet the current demand of walkable, “urban” office space. The first priority for determining if office space is viable is an acceptable location, which is defined as within a half-mile of mass transit or within premier highway access¹. The report continues to define the ideal suburban office location as having the following metrics based on unique submarkets. For purposes of this study, of the submarkets considered, Santa Clara and Southeast Suburban Denver most closely align with the City of Beaverton’s market and are therefore provided for reference (Table 3).

Table 3. Comparable Submarkets to the City of Beaverton

Suburban Office Location Metrics	Santa Clara	Southeast Suburban Denver
Location (maximum acceptable distance)	One mile to transit	Half mile to transit
Amenities (top two to three required – must meet at least one to fall in acceptable range)	Transportation access, usable outdoor space	Food service, fitness center
Floor Plates (ideal range)	33,000 to 38,000 sf	25,000 to 35,000 sf
Building Size (ideal range)	75,000 to 200,000 sf	100,000 to 300,000 sf
Parking Ratio (minimum acceptable)	3.5/1,000 sf	3.5/1,000 sf

Source: Suburban Office Obsolescence, Newmark Grubb Knight Frank, September 2015.

sf – square feet

¹ *Suburban Office Obsolescence, Newmark Grubb Knight Frank, September 2015.*

Amenities

As indicated in Table 3, beyond location, employees are demanding amenities such as usable outdoor space, food service, and fitness centers. This national trend is clearly reflected in feedback received throughout the planning process for West Five.

West Five District business stakeholders agreed that the lack of restaurants, especially within walking distance, is a frustration for employees. Some companies address this issue by providing permanent markets, catering, and temporary food trucks to off-set the lack of restaurants. If employees are not satisfied with their work environment, they may go elsewhere. This is an important factor for businesses as competition for talent heightens.

Finally, the West Five business stakeholders noted that a hotel is needed within the area. Currently, many companies host their clients in hotels in downtown Portland. This is not only a loss of revenue for the City of Beaverton, but it puts the companies at a disadvantage because it potentially provides competitors with access to their clients as well.

Talent Attraction

Increasingly, businesses are finding that their employees desire more travel options to reach the company location. This trend is largely driven by the Millennials, which are not defined by the automobile, and do not want to drive if they don't have to. As reported in Urban Land Institute (ULI) Emerging Trends 2016, miles traveled by car for those people 34 years old or younger are down 23 percent nationally. Locally, the average miles travelled by any mode – walking, driving, biking, or taking transit – is the lowest for Millennials. For companies to attract new and younger talent as the Baby Boomer workforce retires, a location adjacent to bike and pedestrian facilities is a distinct competitive advantage.

Stakeholder Interview Themes

In developing this Strategy, it was important to obtain information from local businesses and employees. The City achieved this through personal interviews of stakeholders identified in Attachment B and survey responses from the business community. Specific comments and consistent themes from the interviews and surveys are summarized below and are reflected in the Strategy.

- “We chose WAEA for the central location for employees and freight routes.”
- District is well positioned in the Metro Area
- Easy to attract employees and move goods
- Several of our employees take walking meetings
- “There is no safe way to get through the area. It is a giant block you must walk or ride around.”
- “Obviously, my routes are not "official"--I'm walking on gravel, grassy/muddy fields, crossing tracks. It would be ideal to have the Fanno Creek trail system connect through these areas.”
- “More cross walks with flashing lights crossing SW Western Ave are desired.”

Figure 3: Business Survey Response Regarding District Location

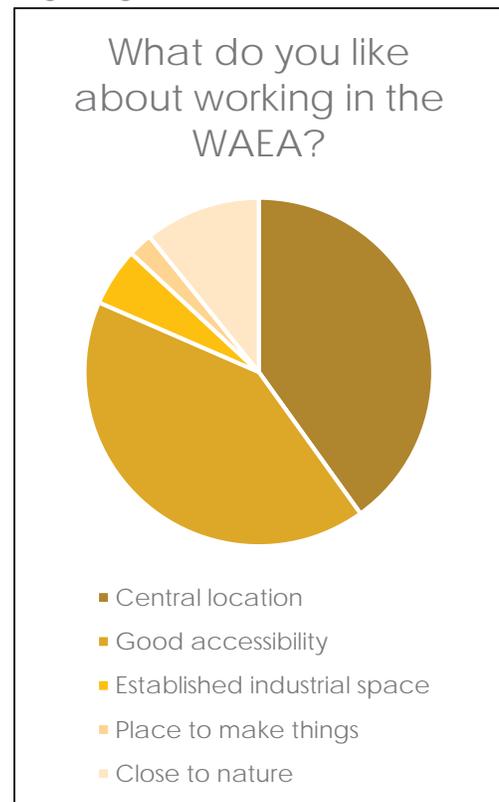
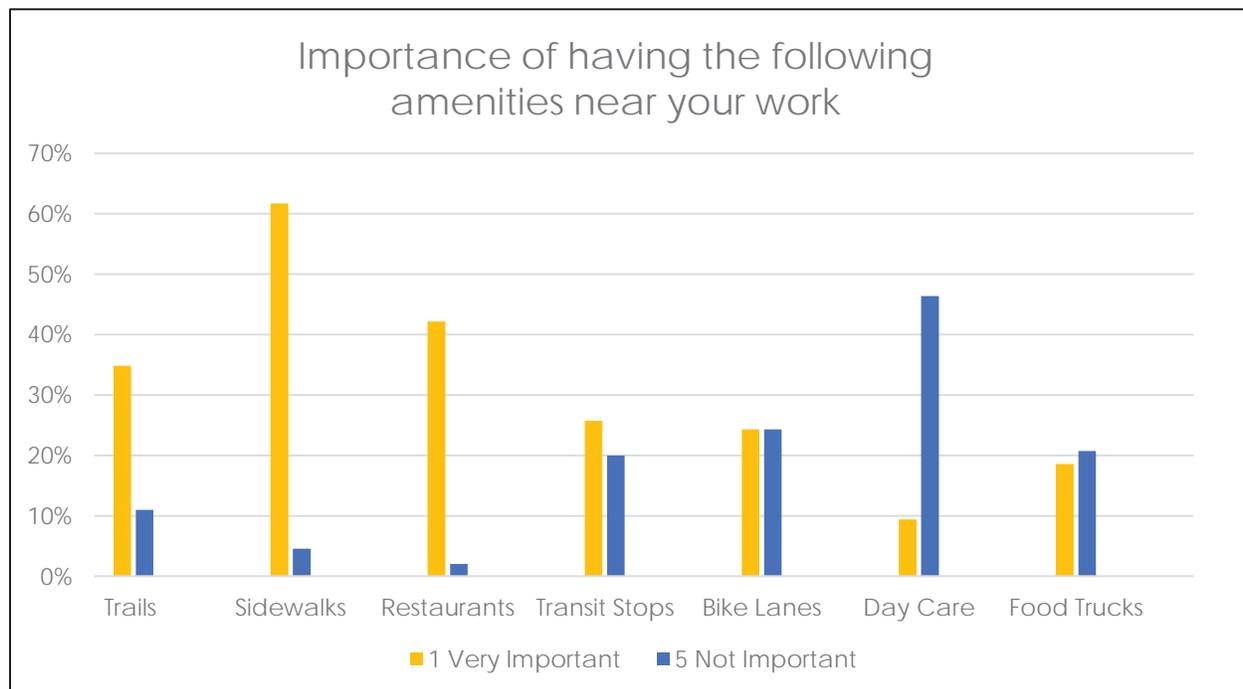


Figure 4: Business Survey Response Regarding District Amenities



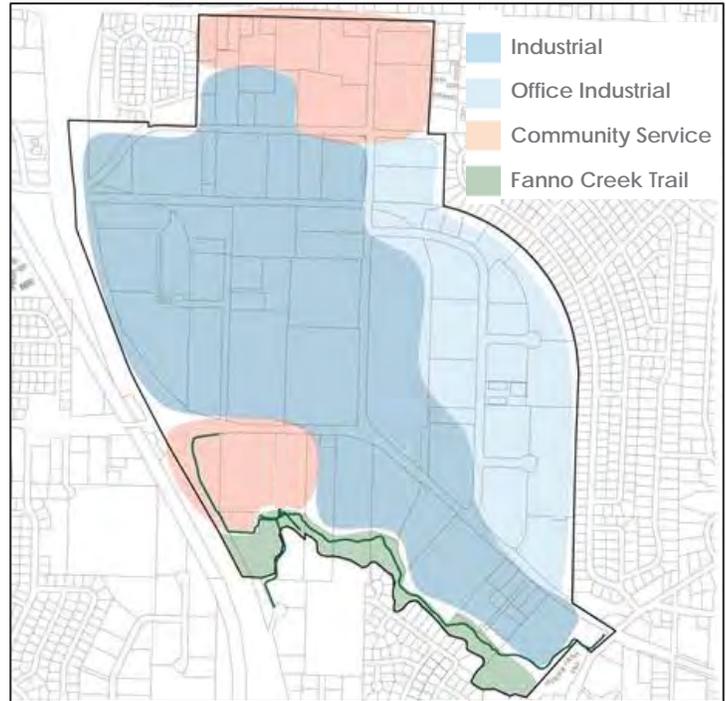
West Five Principles

The following principles emerged during the planning process, which helped shape the West Five Strategy. The principles are based on the background research and stakeholder feedback.

People

- **Grow middle and high wage traded sector employment** by supporting existing businesses that bring money into the local economy and create demand for local goods and services.
- **Help employers retain and attract talent** by providing the infrastructure and amenities they need.
- **Create an environmentally and economically sustainable community** with an active transportation network (transit networks, bicycle routes, trails, and sidewalks) that connects neighborhoods and businesses with vibrant commercial areas in the northern and southern portions of the District as shown in Figure 5.

Figure 5: West Five Commercial Areas



Place

- **Protect employment lands with valuable highway access** so that traded-sector jobs, which are critical to the economic base, can grow.
- **Encourage increased density in commercial areas** that leverages the multi-modal transportation network to create an active streetscape and amenity rich environment.
- **Invest in infrastructure projects that the business community needs and wants** by implementing projects that support job creation, commute options and employee recruitment.

The Strategy

The Strategy is based on the following goals, which ensure existing industrial users can continue to thrive in the area, while at the same time removing barriers to redevelopment and positioning businesses to align with future employment trends. Implementation of the Strategy will be led by the city in partnership other agencies and businesses within the district. The Strategy's implementation actions are listed under each goal and objective below, followed by a more detailed description of the recommended transportation investments.

Goal 1: Grow the Economic Base

Why this Goal?

The City of Beaverton has a finite amount of employment land to grow the economic base. It is critical that the city strategically invest in industrial areas with valuable highway access that serve traded-sector jobs, which have higher paying wages, foster innovation and generate start-ups. Furthermore, future infrastructure investments should align with modern economic trends and growth patterns, while continuing to support existing manufacturing operations.

Objective 1.1 Retain West Five traded-sector businesses

City staff must have a good understanding of the existing industry base to effectively support it. Meeting with businesses is an important and effective means to gain industry insights, resolve challenges, leverage opportunities, and foster collaboration. Currently, West Five is home to 53 wholesale trade companies that have average annual wages of \$69,000. This industry cluster should be nurtured and promoted to build awareness of the unique opportunities at West Five.

Actions

- a) Prepare a list of existing targeted traded-sector companies that are within West Five. This list should identify companies already a focus for the city such as software and manufacturing, as well as potential emerging clusters such as wholesale trade. This will support the Economic Development Strategy action to "work with business leaders and regional partners to identify target industry issues and priorities."
- b) Become familiar with specific workforce services and grant programs that can help different types of business within these clusters. Staff may want to include workforce representative as appropriate on visits.
- c) Obtain testimonials from businesses regarding the benefits of the E-Commerce and Enterprise Zone incentive programs.
- d) Communicate opportunities with the Enterprise Zone tax abatement program to businesses to encourage traded-sector investment.

- e) Identify businesses that want to expand and help remove potential barriers to redevelopment. If a company needs to move or retire, promote site and building opportunities for recruitment of traded-sector businesses.
- f) Gain an understanding of business trends for companies within West Five. Document their building and infrastructure needs.
- g) If desired by local business, support the establishment of a West Five business association to foster awareness of the District's assets, encourage collaboration between businesses, and provide a direct communication channel with the city.

Objective 1.2 Protect employment lands and assets

The City of Beaverton is uniquely situated as a first-tier suburb in the Portland region, located outside the central city and inside the ring of dynamic and developing suburban communities. The city's location offers very little vacant "greenfield" land for development. The City prepared an Economic Opportunities Analysis (EOA) in July 2015, which projects a capacity shortfall for industrial land, with current capacity likely to be adequate in the near-term (five-year horizon), but unlikely to meet longer term needs. Due to this shortfall, the City should focus on efficient utilization and redevelopment of industrial lands to support job growth.

Actions

- a) Retain comprehensive plan/zoning designations of industrial lands.
- b) Protect and leverage the truck freight connections to Highway 217.
- c) Encourage future development of industrial/flex space that can utilize existing truck freight connections.
- d) Engage with the owners of three tax lots that have outstanding active DEQ database records to proactively prepare sites for redevelopment potential.
- e) Utilize outstanding brownfield grant funds to bring business owners to the table to discuss infrastructure needs and restrictions to growth if possible.
- f) Work with businesses to encourage alternatives to or opportunities for on-site shared parking.
- g) Assess the Development Code to ensure standards do not conflict with efforts to increase employment density in the district (i.e. multi-story buildings).

Objective 1.3 Encourage desired uses for a modern economy

The modern economy is changing rapidly and in ways that are difficult to predict. Communities that are nimble and maintain flexibility with industrial development are also more resilient during economic cycles and can better respond to emerging trends. Through interviews with Oregon Tech Business Center (OTBC), the West Five district is a desirable location for small start-ups leaving the incubator due to the small flex space that allows for manufacturing, warehousing and office uses, which are all needed to develop new technologies. As more of these companies aggregate in one location, innovation and collaboration will continue and foster further growth opportunities.

Actions

- a) Assess the Office Industrial (OI) and Industrial (IND) zoning designations to ensure they remain focused on employment, while allowing appropriate amounts of uses that complement industrial businesses and provide retail and services needed by employees.
- b) Ensure the OI and IND zones allow for industrial/flex space with appropriate heights and parking requirements.

Goal 2: Build Connections between People and Places

Why this Goal?

The city has the unique role in guiding infrastructure investments, land use policy, and the permitting process. Removing barriers to site development and proactively fostering site readiness tied to business needs is a critical part of economic development. Furthermore, as described in Attachment B, infill development in the West Five district is more complex than standard “greenfield” development and requires collaboration with businesses, property owners, and affected agencies and urban service providers.

Specifically, businesses within the District have identified the important investment of completing existing bicycle and pedestrian gaps along Fifth Street, SW Western Ave, SW Allen Blvd to connect the District to the Beaverton Regional Center and Beaverton Old Town area. In addition, they would like to see an additional connection between SW Allen Blvd and Fanno Creek Trail to facilitate more use of the trail system to provide employees and residents surrounding the area recreation options.

Objective 2.1 Implement Near-Term Infrastructure Needs

In developing the West Five Strategy, the city proactively engaged existing businesses, employees and surrounding neighbors. Overwhelmingly, all stakeholders identified the need for more pedestrian and bicycle facilities to improve the quality of place, experience, and function of business within West Five. The near-term infrastructure improvements will help meet the needs of stakeholders and have limited impact on surrounding properties.

Actions

- a) Implement the existing infrastructure projects identified in the transportation improvements section of the Strategy.
- b) Explore grant opportunities to help fund actions identified in the Strategy. Grant opportunities may include but are not limited to ODOT *ConnectOregon*, Metro Community Placemaking and Metro Community Planning and Development Grant.

Objective 2.2 Collaborate with Business on Long-Term Network Enhancement Projects

It is essential for public and private entities to recognize that they are partners in economic development efforts, as one cannot be sustained without the other. Actions and

investments by the city should be deemed necessary by the business community to genuinely impact economic development. The only way to ensure that business needs are met is through direct outreach and relationship building.

Actions

- a) Based on business retention visits as described in Objective 1.1, determine critical infrastructure needs (e.g. roads, stormwater) that will enable retention and growth.
- b) Where infrastructure is deemed necessary, utilize face-to-face contact with businesses to build awareness and garner direct feedback.
- c) Evaluate future transportation improvements to enhance opportunities for redevelopment. The Internal Roadway Feasibility Study is identified in the transportation investments section of the Strategy.
- d) Amend policy documents as necessary to implement the future street network (identifying key spine system and general layout of flexible local routes) and to provide certainty for future redevelopment projects.

Objective 2.3 Leverage City Investments through Continued Coordination with Agencies and Service Providers

Ongoing communication with agencies and organizations with an interest in the West Five District, such as TriMet and ODOT, will create opportunities to align efforts and public investments. Increasingly, access to transit is recognized as a critical asset for employers in attracting and retaining talent. Over time, the city's investments in infrastructure, coupled with higher intensity land uses, will strengthen the case for increased investment in transit service to the area due to improved access and ridership potential.

Actions

- a) After construction of SW Western Ave improvements, city to engage with TriMet to evaluate options for service enhancement within the district.
- b) Coordinate with Clean Water Services to explore conceptual design options for a sub-regional storm water facility to serve the district. Identify associated costs, benefits, risks and barriers to implementation.
- c) In partnership with Westside Transportation Alliance and TriMet, reach out to existing businesses to encourage transit use.
- d) Work with Washington County to lobby the Oregon legislature for a Highway 217 improvement package, to include improvements on SW Allen Blvd between Highway 217 and Scholls Ferry Road.
- e) Explore partnership opportunities with Tualatin Hills Park and Recreation District to identify, design and implement new trail projects and enhancements to existing trail facilities within the vicinity of the district.

Goal 3: Encourage Great Places

Why this Goal?

In a recent study by Newmark Grubb Knight Frank, it was determined that 1,169 United States office properties, totaling 95.2 million square feet, are likely obsolete due to location and physical deficiencies that do not meet the current demand of walkable, “urban” office space. Employers and employees want amenities such as coffee shops, brew pubs, and housing near their place of employment. The West Five Steering Committee, which consists of existing business leaders, agreed that the lack of restaurants, especially within walking distance, is a frustration for employees. Some companies address this issue by providing permanent markets, catering, and temporary food trucks to off-set the lack of this amenity. If employees are not satisfied with their work environment, they may go elsewhere. This is an important factor for businesses as competition for talent heightens.

Objective 3.1 Promote the Vision

For the West Five vision to be realized, private investment must be garnered. It will be important for the city to actively promote the vision and take action to convey genuine commitment and investment.

Actions

- a) Clearly identify available buildings and sites for business attraction. Collaborate with brokers, property managers and economic development partners regarding desired businesses and potential opportunities.
- b) Assist businesses to collaborate regarding food trucks in parking lots, in both industrial and commercial zones, for immediate activity. Potentially organize through the proposed business association.
- c) Utilize state-of-the-art marketing tools to promote the West Five district, help existing businesses thrive and attract new businesses and investment to the area.
- d) Consider the development of a gateway feature designed in collaboration with existing businesses that helps define the District and signals arrival into the area.

Objective 3.2 Clearly Articulate and Encourage Desired Uses and Urban Form in the Community Service (CS) Commercial Areas

SW 5th St is a significant east/west bike, pedestrian, and auto corridor connecting West Five to downtown Beaverton. Redevelopment of commercial properties along this route with a focus on retail and housing will leverage traffic and create a distinct place. Communicate to property owners and developers the future vision of West Five, which includes two distinct commercial areas that not only serve nearby employers, but surrounding neighborhoods as well.

Actions

- a) Designate SW Western Ave as a Collector designation, or request a Design Exception for the existing Arterial designation, to implement spacing standards that create an urban grid within the northern Community Service (CS) district.
- b) Engage the Denney Whitford / Raleigh West NAC and property owners to pursue a bicycle and pedestrian access easement along SW 5th St extension easterly to improve connections between the surrounding neighborhood and the northern commercial district.
- c) Work with property owners to identify potential sites for desired commercial retail amenities and redevelopment.
- d) Encourage workforce housing development in the commercial areas for West Five employees so they can easily and affordably commute to work and reduce their cost of living expenses.
- e) Encourage a new hotel use within the commercial area to meet the needs of West Five businesses that host clients.
- f) Encourage restaurant uses for West Five employees and surrounding neighborhoods.
- g) Consider incentives specific to these commercial areas to encourage the desired urban form, vitality and uses.
- h) Be alert of opportunities to purchase land that will help accomplish the goals of the strategy.

Transportation Investments

Transportation investments are an essential and catalytic component of a larger strategy to enhance the West Five district and increase economic activity. The district's central location with easy access to major freight routes is one of its key strengths, however connectivity within and through the district is one of its biggest weaknesses. The goal for the district's transportation network will be to improve safety and access for vehicles, pedestrians and bicyclists while maintaining freight connections for the businesses that define this area.

The West Five district includes a diverse mix of uses, including industrial, office, and commercial uses, and sits in close proximity to Old Town Beaverton and the Fanno Creek Trail. However, workers in the district have limited access between these uses and to these nearby amenities because of the transportation network's lack of connectivity and support for non-auto modes of travel. Enhancing the existing infrastructure, and eventually creating new connections, would improve safety and convenience for all modes and reduce conflicts between freight traffic, vehicles, bicycles, and pedestrians. Promoting walking, biking, and transit usage would also enhance the image of the district and help employers attract and retain talent. The business community within the district has repeatedly expressed the desire for a better active transportation network for workers. Supporting non-auto travel modes and a mix of land uses also reduces workers' reliance on motor vehicles, thereby enhancing the environmental sustainability of the district.

At the same time that improvements are made to safety and access for all modes, freight connections for the West Five district must also be maintained and enhanced. Freight movement is critical to traded-sector employers that provide the middle- and high-wage jobs that are important to Beaverton. The following improvements are proposed for the existing infrastructure as well as a future transportation network, which are both needed to realize the potential for this district.

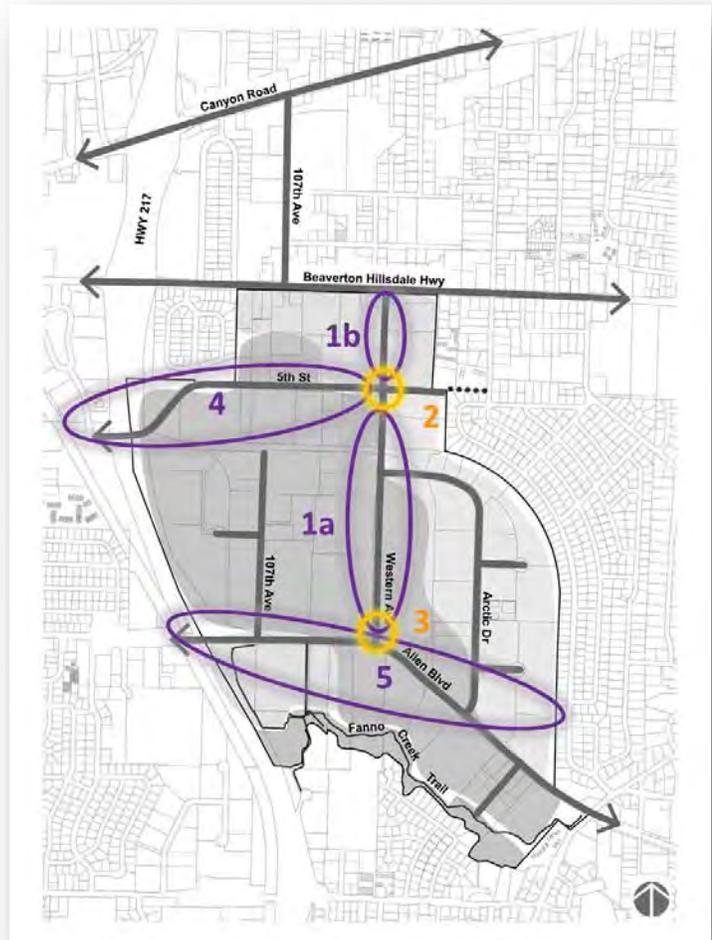
Existing Infrastructure Improvements

As identified earlier in the Strategy, for companies to attract new and younger talent as the Baby Boomer workforce retires, a business location with access to bike and pedestrian facilities offers a distinct competitive advantage. The first priority for enhancing safety and access within the West Five district is to address the most significant shortcomings of its existing infrastructure.

Five key sections of the existing transportation network are identified as priority improvements:

- (1) SW Western Ave
 - a. Southern portion from SW 5th St to SW Allen Blvd;
 - b. Northern portion from SW 5th St to SW Beaverton Hillsdale Hwy;
- (2) Intersection at SW Western Ave and SW 5th St;
- (3) Intersection at SW Western Ave and SW Allen Blvd;
- (4) Sidewalk gaps along SW 5th St;
- (5) Bike and sidewalk gaps along SW Allen Blvd

The following sections describe detailed strategies for improving each of these segments of the network, including an assessment of likely costs for implementation. Each item provides benefits to the district on its own. The overall benefit is further increased by the combination of projects implemented. The actions are not listed in order of priority.



(1)A. SW Western Ave – SW 5th St to SW Allen Blvd (southern portion)

Problem: The existing segment of SW Western Ave south of SW 5th St to SW Allen Blvd has four travel lanes. There is an incomplete pathway on the west side of the road for walking and biking that is in poor condition. The lack of pedestrian and bicycle facilities in the area, coupled with the absence of mid-block crossings, makes it difficult to travel throughout the district without a car.

The corridor has experienced a high portion of rear-end and turning movement crashes associated with vehicle waiting in the shared through lane or turning directly into the travel lane. Over a recent five-year period (2011 through 2015) 70 crashes occurred along this corridor, with rear-end and turning movements accounting for 87 percent of crashes.

Solution: Research indicates that the addition of a center turn lane has the potential to reduce rear-end and turning crashes along the corridor by approximately 19 percent, which would be a reduction in approximately two crashes per year. Traffic analysis indicates that traffic could be readily accommodated with one lane in each direction and a middle turn lane. The lane configuration at the intersections on either end of the corridor would remain relatively unchanged, while the reduced approach lanes at 5th Avenue would still allow the intersection to operate within mobility standards.

This reduction in lanes would provide room for new sidewalks and bikeways. In consideration of the scarcity of funding, there are two options for improving this portion of the road: a preferred option with separated shared-use pathways on either side, and a more modest design that makes do without a planted area between the road and sidewalks, and adds an on-street bike lane for northbound travel. Both options convert Western Ave into three lanes: one lane in each direction and a center lane for turning left.



SW Western Ave south of SW 5th St – Current Condition



Image credit: Google Maps, 2016

Preferred Option



Preferred road concept. Includes one lane in each direction, a center turn lane and shared-use paths on both sides.



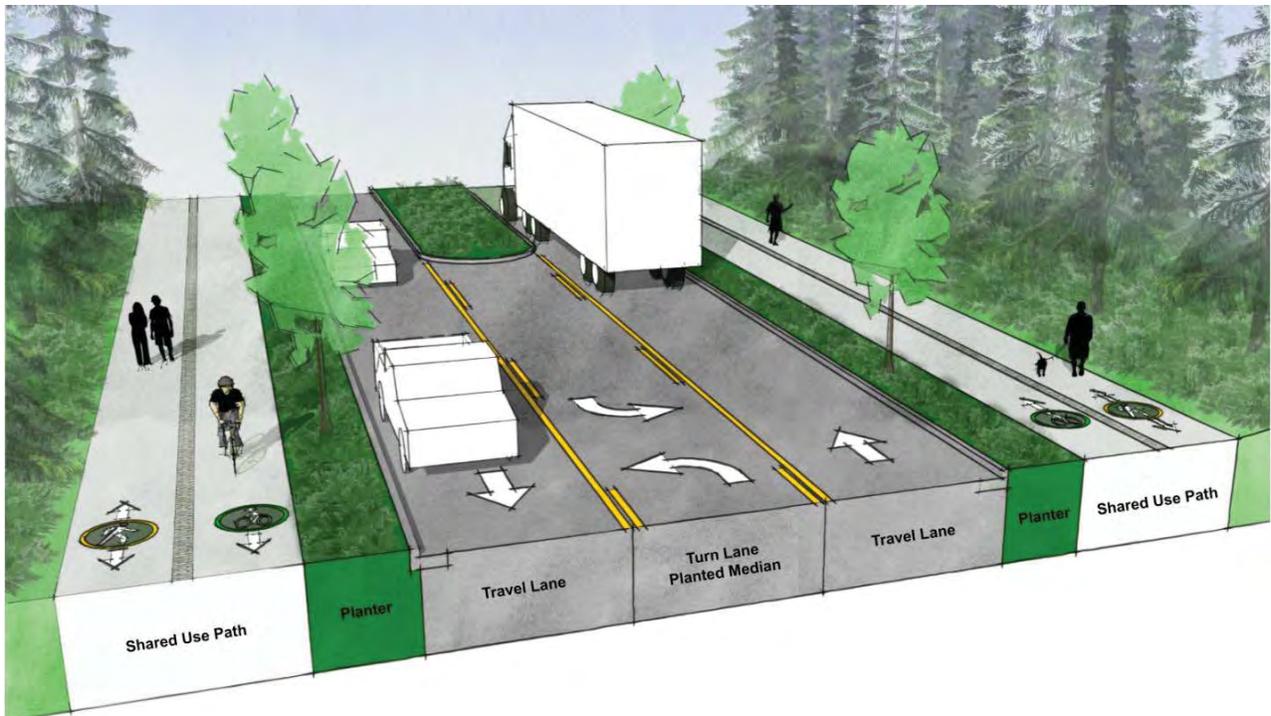
Example: Separated pathway at SW Langer Farms Parkway. In this example, pedestrians and bicyclists share a 12-foot wide multi-use pathway going both directions. Photo credit: Google Maps.

Preferred Option Proposed Improvements

The preferred option for this portion of the corridor converts the current 4-lane roadway and minimal sidewalks into a 3-lane road with wide shared-use paths on either side, buffered by landscaped strips. The reduced lanes and center turn lane will reduce vehicle speeds and turning conflicts, thereby improving safety. This type of reconfiguration is often referred to as a "road diet." The premise is to reconfigure the road in a manner that uses the same overall or even reduced pavement width in a manner that better serves a range of travel modes. The description and imagery on these pages are conceptual and subject to change during preliminary engineering and alternatives analysis. Proposed planning level design elements include:

- The roadway will be reconstructed such that the curb-to-curb width is approximately 5 feet narrower than existing.
- A 6 foot wide planter strip behind a new curb and gutter structure will separate a 12-foot shared-use pathway for walking and biking. Alternately, the bike lane could be on the roadway side of the planter strip adjacent to the travel lane without impacting project costs.
- This design includes ADA improvements at the Arctic Drive intersection including textured wheelchair ramps and audible crossing signals.
- Intersection improvements at SW 5th St and Western Ave will include a bikeway connecting eastbound riders to the new shared-use path while still accommodating freight movement (detailed in a subsequent section).

- New street lighting would be incorporated to light the roadway and paths
- Mid-block crossing(s) to facilitate crossing where intersections are infrequent
- A center lane that would alternate between a turning lane and a planted median
- If the existing path is upgraded, further evaluation of potential wetland conditions near the southern terminus of the pathway may need to be completed, and any mitigation be factored into the final plans.
- Right-of-way (ROW) acquisition along portions of the roadway will be required.
- Estimated cost: \$4.2 million



Preferred concept for Western Ave. (1A). Source: Otak

Modest Option



Modest road concept. Includes one lane in each direction, a center turn lane, a northbound bike lane, and curb-tight sidewalks.



Example: SW Oleson Rd in Washington County. This example has curb-tight sidewalks and bike lanes in both directions with no buffer. Photo credit: Google Maps, 2016.

Modest Option Proposed Improvements

This is the **modest option** for the corridor. This concept also employs a road diet, resulting in one lane in each direction with a center turn lane to increase safety and enhance walking and biking conditions. The existing roadway surface is retained to the degree feasible as the curb-to-curb distance of 43 feet is maintained. Details of this design include:

- Reclaimed space will allow for sidewalks and a northbound bike lane, but no room is available for a planted landscape strip.
- This option also includes modest intersection improvements at SW 5th St and SW Western Ave: an eastbound bike to sidewalk connection at SW 5th St and SW Western Ave.
- ROW acquisition is not required (except for possibly at SW Allen Blvd intersection)
- Enhanced mid-block crossings are also recommended for this option.
- Estimated cost: \$2 million

Crosswalks

Both options, preferred and modest, would include crosswalks provided that a need could be demonstrated through a warrant analysis. Costs for the crosswalks are included with the estimated costs of both options.

Currently there are no crosswalks on SW Western Ave between SW 5th St and SW Allen Blvd, which creates unsafe conditions for pedestrians crossing the street. Improvements to pedestrian and bike safety along SW Western Ave should also include a series of enhanced mid-block crossings. There are a number of treatment options for enhancing crosswalks, including striping and signage, pedestrian refuge islands, and lighted signals.

Example Crosswalk



Example: Crosswalk with pedestrian refuge island. Photo credit: NACTO.

(1)B. SW Western Ave – SW 5th St to SW Beaverton Hillsdale Hwy (northern portion)

Problem: In its current condition, SW Western Ave from SW 5th St to SW Beaverton Hillsdale Hwy has significant challenges. The seven driveways (four on the west, three on the east) and the proximity to the state highway are a primary cause of these safety and access issues.

Due to a lack of a safe center-lane turning refuge, the corridor has experienced a high portion of rear-end and turning movement crashes associated with vehicle waiting in the shared through lane or turning directly into the travel lane. Over a recent five-year period (2011 through 2015) 70 crashes occurred along this corridor, with rear-end and turning movements accounting for 87 percent of crashes.

Solution: The roadway will continue to carry automotive traffic via four travel lanes, but will receive bike lanes on both sides and planter strips of vegetation between the road and sidewalk to enhance walking in the area. A mountable center curb at the northern connection with SW Beaverton Hillsdale Hwy will limit cross-traffic turning movements that are a common cause of accidents.



SW Western Ave north of SW 5th St – Current Condition



Image credit: Google Maps, 2016



Road configuration for the northern portion of SW Western Ave Includes two vehicle lanes in each direction, bike lanes in each direction, and sidewalks separated by planter strips

Proposed Improvements

This portion of SW Western Ave should be reconstructed to City of Beaverton arterial standards while retaining the four travel lanes. Because of the traffic demands near the intersection with SW Beaverton Hillsdale Hwy, the design will include four 12-foot wide travel lanes. The current roadway surface itself could likely be saved, with new sidewalks and bike lanes being added. Details include:

- 5 foot bike lanes, 6 foot planter strips, and 6 foot sidewalks.
- A mountable center curb near the intersection with SW Beaverton Hillsdale Hwy to prevent left turns into driveways – the location of most of the accidents within the corridor. Because the north-bound queue for turning onto the highway is often backed up, left turns to and from driveways closest to the intersection can be challenging. The median will limit access to these driveways to right-in/right-out only.
- This option may also require signal modifications at SW 5th St and SW Beaverton Hillsdale Hwy.
- Estimated cost: \$1.9 million

(2) Intersection at SW Western Ave and SW 5th St

Problem: In its current form, the intersection is unfinished. There are no provisions for walking on the south side of 5th St or the east side of Western Ave. Pedestrian ramps, where existing, do not meet Americans with Disabilities Act (ADA) requirements or the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Solution: The proposal recommends the intersection be updated to match current City of Beaverton standards. This would include proper sidewalks, bike lanes, lighting, and ADA ramps with audible signals.

The two options for improvements to SW Western Ave suggest variations on the buildout of the intersection with SW 5th St. Each of these approaches is outlined below.



Preferred option

The preferred option for improvements to SW Western Ave sees the addition of shared-use pedestrian/bike paths to both sides of the road and complete sidewalks on the south side of SW 5th St. Currently, the eastbound bike lane on SW 5th St ends before reaching the intersection at SW Western Ave. The proposed intersection improvements include widening the sidewalk along SW 5th St on the approach to SW Western Ave, effectively creating a shared bike/pedestrian path that will connect to the shared-use path on the west side of SW Western Ave.



Example: Transitioning from roadway to path for bicycles. Photo credit: Carl Sundstrum

The proposal also calls for retaining a turn radius that accommodates freight movement. The east side of SW Western Ave sees the shared-use path ending at the intersection with SW 5th St (on-street bike lanes pick up north-bound bicycle traffic on the north side of SW 5th St).

Proposed Improvements

Some specifics included in the proposal includes:

- Crossing to connect the southern 12-foot shared-use path with 5-foot bike lanes, 6-foot planter strips, and 6-foot sidewalks on the north.
- User activated signals with audible features
- ADA ramps at all four crossings
- Estimated cost: Included within the estimates for the preferred improvements 1A and 1B

Modest option

This option for SW Western Ave includes curb-tight sidewalks on both sides of the road rather than shared-use paths. Intersection improvements at SW 5th St and SW Western Ave will be similarly modest: rather than widening the sidewalk on SW 5th St to accommodate bicycles near the intersection, this option calls for maintaining a standard sidewalk width. Eastbound bicycles will use this sidewalk before turning onto SW Western Ave, and will stay on the sidewalk on the west side of the road until connecting with the existing bike/pedestrian path farther south.



Examples of separating bikes from traffic Photo credit: Left AASHTO, Right NACTO

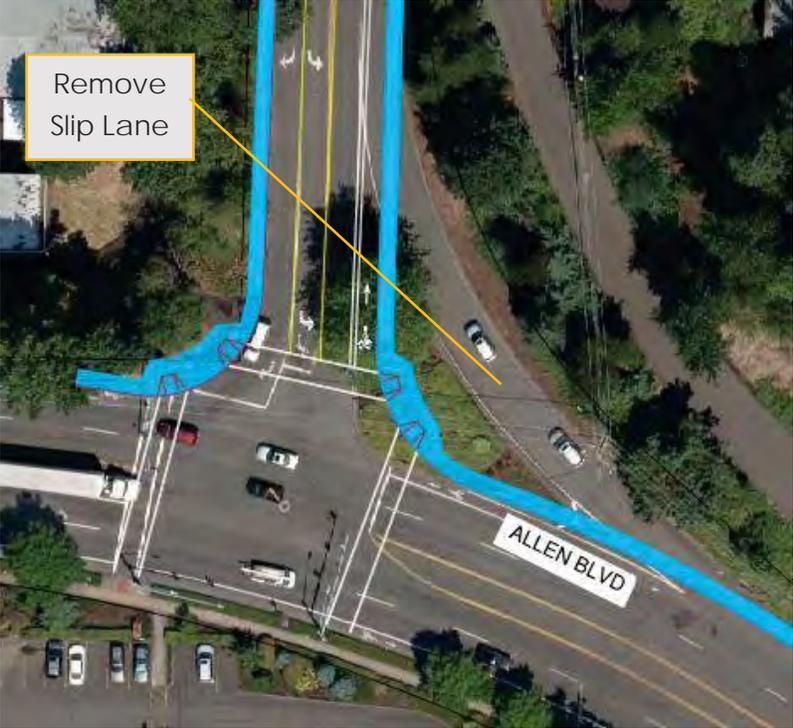
Proposed Improvements

Some specifics included in the proposal are:

- Crossing to connect the southern 12-foot shared-use path on the west side of SW Western Ave with 5-foot bike lanes, 6-foot planter strips, and 6-foot sidewalks on the north.
- Crossing to connect the southern 6-foot planter strips, and 6-foot sidewalks with northern 5-foot bike lane, 6-foot planter strips, and 6-foot sidewalks on the western edge of SW Western Ave.
- User activated signals with audible features
- ADA ramps at all four crossings
- Estimated cost: Included within the estimates for modest improvements 1A and 1B

(3) Intersection at SW Western Ave and SW Allen Blvd

Problem: This intersection presents a significant barrier to walking and biking in the district. The northeast corner of the intersection has a separated “slip lane” for vehicles turning right from westbound SW Allen Blvd onto northbound SW Western Ave. This lane was likely added to facilitate easier, faster right turns for all vehicles, especially tractor trailers. However, the sidewalk is missing on the section of SW Allen Blvd just east of the intersection, and there are no pedestrian crossings other than on the west leg of the intersection. The lack of sidewalk on SW Allen Blvd, and the desire to avoid the slip lane, leads many pedestrians to trespass on private property as they try to walk northbound. The slip lane also creates a potential conflict between turning trucks and bikes continuing through the intersection on their way to the bike lane.



The blue shading on the image above highlights the design concepts proposed sidewalk location

Solution: Proposed improvements will both provide better pedestrian access and stop the trespassing problem. In this case, improvements are similar for both the preferred and modest options for SW Western Ave—the difference will be connections made to either shared-use paths or curb-tight sidewalks. Improvements include pedestrian crossings at all three legs of the intersection, sidewalk infill on SW Allen Blvd, and removing the island and slip lane. The new intersection will include turn radii to accommodate a turning freight truck.

Proposed Improvements

The intersection should be reconstructed, removing the slip lane, reconfiguring the intersection to ensure accommodation of freight and inclusion of pedestrian and bicycle facilities. Details include:

- 5-foot bike lanes, 6-foot planter strips, and 6-foot sidewalks on SW Allen Blvd
- Removed slip lane – available for decorative treatment (gateway feature), planting and/or stormwater treatment
- ADA crossings at all corners, including audible devices.
- Integration with proposed ped/bike facilities as per items 1A and 1B
- Estimated Costs: Costs are included within proposed items 1A and 1B

(4) SW 5th St

Problem: SW 5th St is one of the better roads in all of urban Washington County for biking. It connects people to two parks and to Beaverton City Library. Sidewalks along much of its length make walking pleasant as well. However, the network is far from complete. West of SW Western Ave, sidewalks are intermittent on the south side of the road.

The portion of SW 5th St that is east of SW Western Ave also has intermittent sidewalks on the north side and no sidewalks on the south side; it also lacks bike lanes and parking. However, as this is not a through connection and it serves relatively well as a shared street, no improvements are proposed until time of development.

Solution: Sidewalk infill requires building out three separate segments, thus completing the pedestrian network the full distance between SW Western Ave and SW Griffith Dr. Reconstruction of the intersection at SW 5th St and SW Western Ave will also include upgrades to the pedestrian crossings and connections to the line 53 transit stop.



SW 5th Street – Current Condition



Two segments of SW 5th St. The road features bike lanes but only intermittent sidewalks. Photo credit: Google Maps, 2016

Proposed Improvements

Building out the pedestrian network on SW 5th St includes:

- 5-foot bike lanes, 6-foot planter strips, and 6-foot sidewalks from Griffith park to SW Western Ave
- A shared street for SW 5th St east of SW Western Ave
- Some earth movement and a retaining wall under HWY 217 to provide room for a sidewalk. These upgrades are interconnected with the intersection improvements at SW 5th St. and SW Western Ave
- Estimated cost: \$350,000

(5) SW Allen Blvd

Problem: SW Allen Blvd provides for significant amounts of east-west travel. Currently, the road has only partial bike lanes: while a short segment west of SW Western Ave has bike lanes in both directions, some portions have only eastbound lanes. As previously stated, there is not sidewalk on the north side of SW Allen Blvd just east of the intersection with Western Ave, which leads many pedestrians to trespass on private property.



The incomplete westbound bike lane begins at the intersection with SW Western Ave. Photo credit: Google Maps, 2016

Solution: Proposed improvements involve filling in the bicycle and pedestrian network along SW Allen Blvd between Highway 217 and SW Arctic Dr and are outlined below.

South Side: From the Hwy 217 northbound off-ramp to the intersection with the tracks that approximate 105th Ave, widening the roadway for a bike lane and curb can be constructed within the right of way.

North side: The north side of SW Allen Blvd has a sidewalk that connects to the bridge over Hwy 217. Adding a bike lane here would require widening the roadway, reconstructing one driveway, and improving the intersection at 107th Ave. Improvements to the intersection of Allen Blvd and Western Ave include sidewalk infill on the north side of Allen Blvd.

Proposed Improvements

Bike lanes improvement would apply to areas shown in green on following map. Details include:

- 5-foot bike lanes, 6-foot planter strips, and 6-foot sidewalks.
- Integration with the intersection improvements to SW Allen Blvd and SW Western Ave and connection to the northbound bicycle facilities.
- Estimated cost: Variable. Project is included within Washington County's Draft OR 217 Corridor Improvement Priorities. Listed as item #3 it is part of a larger \$67 million dollar project description that includes improvements to SW Allen Blvd. including the overcrossing of HWY 217, Denny Rd. and associated stormwater handling and access ramps.



The green lines show the location of proposed bike lanes. The rail crossing will necessitate a wider area for the bike lane in order to cross on the perpendicular.

(6) Fanno Creek Trail Connections

Problem: The Fanno Creek Trail is a cherished regional asset. In addition to recreation, it is also utilized by companies within the West Five for walking meetings. Accessing the trail today is typically done by driving across Allen Blvd and parking on SW Fallbrook Pl, as there are no sidewalks that connect the district directly to the trail.

Solution: With the completed pedestrian network in place, specifically the pedestrian amenities made to Western Ave, improved connections from the south side of Allen Blvd would provide direct access to the Fanno Creek Trail from within and beyond the West Five district. Coupled with sidewalk infill on SW 5th St, this would provide a non-auto connection of regional significance, linking the district to Washington Square, downtown Beaverton and beyond.

Proposed Improvements

- New 12-foot side asphalt path connection between Western Ave and 107th Ave. Exact alignment to be determined and may be impacted by redevelopment.
- Estimated cost: \$90,000

Transportation Improvements for Further Evaluation

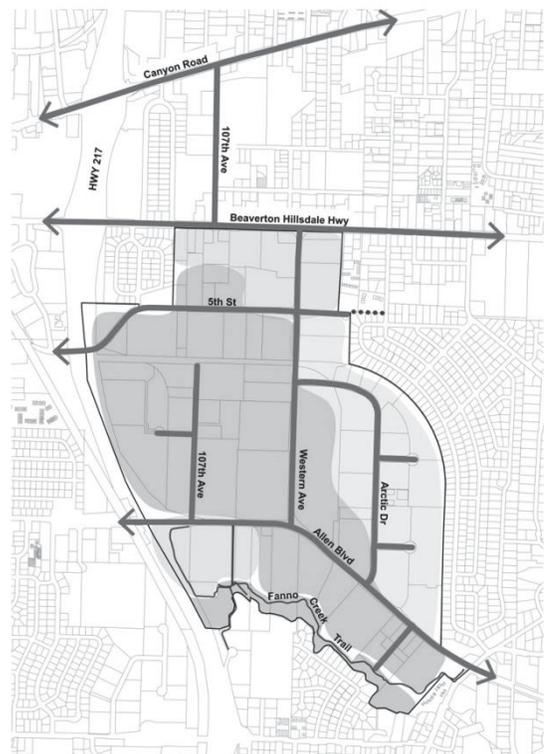
The West Five district developed with an orientation toward the railroad spur lines that supported movement of heavy or bulky goods to and from the adjacent businesses. The resulting properties developed on relatively large lots oriented for ease of freight delivery and shipping. In the late 1960's and early 1970's, Highway 217 was transformed from a surface street boulevard to a limited access freeway. Beaverton's West Five found itself shifting reliance from trains to trucks, utilizing this new connection with the State and Federal highway systems. This logistic positioning remains a one of the district's great strengths to this day. Today's freight related businesses have changed the way they orient themselves to the transportation network. Some lots in the area have been split to accommodate more, but smaller businesses. The shipments today are smaller, but much more frequent, of higher value, and relying on rapid delivery.

Businesses can benefit from additional roadway connections with which to move both freight and employees to, from, and within the district efficiently. Improved accessibility to land from new roads, sidewalks, and bike lanes will increase to potential productivity of the district's properties. An enhanced roadway network can also play a significant role in strengthening the area's commercial lands north of SW 5th St. A more complete network will facilitate redevelopment by providing access to lands that are currently far from street frontage.

New multi-modal roads with on-street parking and busy sidewalks will provide the visibility that is craved by storefront shopping and restaurants – new businesses that are in high demand by West Five's business owners, employees and visitors. The core network elements and phasing opportunities would be explored further in an Internal Roadway Feasibility Study.

Some of the areas of focus are:

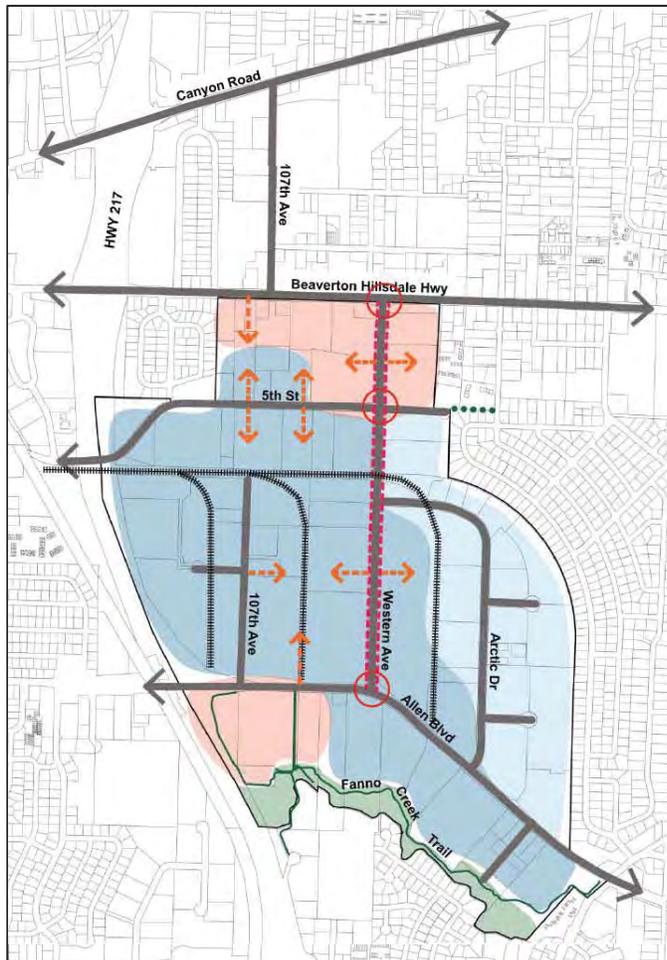
- Creating another north-south connection through West Five
- Improving access to industrial properties
- An urban grid for the commercial lands to the north
- Shortening trips for all modes



Map: Existing road connectivity. Source: Otak

Increased Connectivity

The expansion of the existing transportation network will fill sorely needed gaps and kick off West Five's next era. Another consideration is to upgrade the existing network with the addition of several new roads. Included within this plan is a proposed feasibility study that when completed would replace the conceptual network described by this section. Identifying a future vision of connectivity with the study will set the path for implementation over time.



The dashed lines on the map to the left represent additions to today's roadway network. As new development is proposed, either links can be built, or the land can be set aside for future construction. The plan will ensure that development projects are coordinated, regardless of the year in which they are built.

- Industrial
- Office Industrial
- Community Service
- Fanno Creek Trail
- Existing Street
- Existing Ped / Bike Connection
- Western Ave Improvements
- Potential Future Street Connection
- Railroad

Much of the potential street network continues the logic of the existing road pattern with extensions that complete connectivity. Two proposals stand out, a future North-South connection, possibly at 105th Ave, and a finer street grid north of SW 5th St that should be evaluated further with the proposed Internal Roadway Feasibility Study.

Future North-South Connection

The purpose of a new road is to both increase connectivity and allow for the creation of more lots with accessible frontage. The aforementioned feasibility study will ultimately guide the direction of the improvements. This conceptual new road would begin south of Allen Blvd and continue northward to SW 5th, and ultimately to Beaverton Hillsdale Highway. The North-South connection could utilize land currently occupied by railroad tracks. Removing the tracks would irrevocably remove access to the regional rail network for those properties abutting them as their access would be converted to the more conventional roadway and driveway configuration. The new road would serve as a parallel route to both Western Ave and Highway 217, providing more options for local trips and increasing access to properties. A second purpose of this road would be to supplement the area with a four-way signalized intersection that would facilitate trucks and other vehicles accessing businesses located between Western Ave and Highway 217. The existing intersection at 107th Ave, located close to the Highway 217 ramps, causes backups and the reduced access limits the desirability of some of the properties that rely on it.

Enhanced Street Grid in Commercial Area

The majority of the lands north of SW 5th St are zoned for commercial activity. A finer resolution roadway network in this area would enable the creation of smaller blocks and increased amount of property frontage. A human-scaled block pattern with multi-modal provisions and on-street parking could increase commercial viability of existing parcels with large parking lots or aging buildings. For the industrial properties, the primary benefits of a more connected network are increased accessibility and options for shorter trips within the district.



For the area north of SW 5th St, the upgraded Western Ave will have sidewalks, but it still has to do the job of carrying significant through traffic. New streets running parallel and adjoining Western Ave will carry much lower volumes of traffic and be able to provide on-street parking and wide pedestrian areas that are consistent with modern commercial development trends. Redevelopment could take advantage of the new streets, orienting their entries toward the street and public space rather than a parking lot. This development environment could foster the restaurants and gathering areas desired by area employees. The enhanced street network would also decrease turning movements to and from Western Ave, which would both improve safety and limit impacts to through traffic and freight movement.



*Above: Looking north on Western – example of a finer roadway grid with subsequent development.
Source: Otak*

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Attachment A: Action Matrix

WEST FIVE STRATEGY ACTIONS

Actions	Ongoing	Near-Term (1-5 years)	Long-Term (>5 years)	Lead	Support
Goal 1: Grow the Existing Base					
Objective 1.1 Retain West Five traded-sector businesses					
a. Prepare a list of existing targeted traded-sector companies that are within West Five. This list should identify companies already a focus for the city such as software and manufacturing, as well as potential emerging clusters such as wholesale trade. This will support the Economic Development Strategy action to "work with business leaders and regional partners to identify target industry issues and priorities."	x			Economic Development	Planning
b. Become familiar with specific workforce services and grant programs that can help different types of business within these clusters. Staff may want to include a workforce representative as appropriate on visits.	x			Economic Development	Planning
c. Obtain testimonials from businesses regarding the benefits of the E-Commerce and Enterprise Zone incentive programs.	x			Economic Development	Planning
d. Communicate opportunities with the Enterprise Zone tax abatement program to businesses to encourage traded-sector investment.	x			Economic Development	Planning
e. Identify businesses that want to expand and help remove potential barriers to redevelopment. If a company needs to move or retire, promote site and building opportunities for recruitment of traded-sector businesses.	x			Economic Development	Planning
f. Gain an understanding of business trends for companies within West Five. Document their building and infrastructure needs.	x			Economic Development	Planning
g. If desired by local business, support the establishment of a West Five business association to foster awareness of the District's assets, encourage collaboration between businesses, and provide a direct communication channel with the city.		x		Economic Development	Planning; Development Division
Objective 1.2 Protect employment lands and assets					
a. Retain comprehensive plan/zoning designations of industrial lands.	x			Planning	Economic Development
b. Protect and leverage the truck freight connections to Highway 217.	x			Transportation	Planning
c. Encourage future development of industrial/flex space that can utilize existing truck freight connections.	x			Economic Development	Planning; Development Division
d. Engage with the owners of three tax lots that have outstanding active DEO database records to proactively prepare sites for redevelopment potential.		x		Economic Development	Development Division; Planning; Engineering
e. Utilize outstanding brownfield grant funds to bring business owners to the table to discuss infrastructure needs and restrictions to growth if possible.		x		Economic Development	Development Division; Planning; Engineering
f. Work with businesses to encourage alternatives to or opportunities for on-site shared parking.	x			Transportation	Economic Development; Development Division; Planning
g. Assess the Development Code to ensure standards do not conflict with efforts to increase employment density in the district (i.e. multi-story buildings).		x		Planning	Economic Development

WEST FIVE STRATEGY ACTIONS

Actions	Ongoing	Near-Term (1-5 years)	Long-Term (>5 years)	Lead	Support
Objective 1.3 Encourage desired uses for a modern economy					
a. Assess the Office Industrial (OI) and Industrial (IND) zoning designations to ensure they remain focused on employment while allowing appropriate amounts of uses that complement industrial businesses and provide retail and services needed by employees.		x		Planning	Economic Development
b. Ensure the OI and IND zones allow for industrial/flex space with appropriate heights and parking requirements.		x		Planning	Economic Development
Goal 2: Build Connections Between People and Places					
Objective 2.1 Implement Near-Term Infrastructure Needs					
a. Implement the existing infrastructure projects identified in the transportation improvements section of the Strategy.		x		Engineering	Transportation; Planning; Development Division
b. Explore grant opportunities to help fund actions identified in the Strategy. Grant opportunities may include but are not limited to ODOT Connect Oregon, Metro Community Placemaking and Metro Community Planning and Development Grant.	x			Planning	Transportation; Economic Development
Objective 2.2 Collaborate with Business on Long-Term Network Enhancement Projects					
a. Based on business retention visits as described in Objective 1.1, determine critical infrastructure needs (e.g. roads, stormwater) that will enable retention and growth.		x		Engineering	Transportation; Planning
b. Where infrastructure is deemed necessary, utilize face-to-face contact with businesses to build awareness and garner direct feedback.		x		Engineering	Transportation; Planning
c. Evaluate future transportation improvements to enhance opportunities for redevelopment. The Internal Roadway Feasibility Study is identified in the transportation investments section of the Strategy.		x		Transportation	Planning; Engineering
d. Amend policy documents as necessary to implement the future street network (identifying key spine system and general layout of flexible local routes) and to provide certainty for future redevelopment projects.		x		Planning	Transportation
Objective 2.3 Leverage City Investments through Continued Coordination with Agencies and Service Providers					
a. After construction of SW Western Ave improvements, city to engage with TriMet to evaluate options for service enhancement within the district.			x	Transportation	Planning
b. Coordinate with Clean Water Services to explore conceptual design options for a sub-regional storm water facility to serve the district. Identify associated costs, benefits, risks and barriers to implementation.		x		Engineering	Planning; Development Division
c. In partnership with Westside Transportation Alliance and TriMet, reach out to existing businesses to encourage transit use.	x			Transportation	Economic Development
d. Work with Washington County to lobby the Oregon legislature for a Highway 217 improvement package, to include improvements on SW Allen Blvd between Highway 217 and Scholls Ferry Road.		x		Transportation	Mayor's Office; Economic Development

WEST FIVE STRATEGY ACTIONS

Actions	Near-Term (1-5 years)			Long-Term (>5 years)		
	Ongoing		Lead	Ongoing		Support
e. Explore partnership opportunities with Tualatin Hills Park and Recreation District to identify, design and implement new trail projects and enhancements to existing trail facilities within the vicinity of the district.		x	Transportation			Planning
Goal 3: Encourage Great Places						
Objective 3.1 Promote the Vision						
a. Clearly identify available buildings and sites for business attraction. Collaborate with brokers, property managers and economic development partners regarding desired businesses and potential opportunities.	x		Economic Development			Planning; Development Division
b. Assist businesses to collaborate regarding food trucks in parking lots, in both industrial and commercial zones, for immediate activity. Potentially organize through the proposed business association.		x	Economic Development			Planning; Development Division
c. Utilize state-of-the-art marketing tools to promote the West Five district, help existing businesses thrive and attract new businesses and investment to the area.	x		Economic Development			Mayor's Office; Development Division
d. Consider the development of a gateway feature designed in collaboration with existing businesses that helps define the District and signals arrival into the area.		x	Development Division			Economic Development; Mayor's Office
Objective 3.2 Clearly articulate and encourage desired uses and urban form in the Community Service (CS) commercial districts						
a. Designate SW Western Ave as a Collector designation, or request a Design Exception for the existing Arterial designation, to implement spacing standards that create an urban grid within the northern Community Service (CS) district.		x	Planning			Transportation
b. Engage the Denney Whitford / Raleigh West NAC and property owners to pursue a bicycle and pedestrian access easement along SW 5 th St extension easterly to improve connections between the surrounding neighborhood and the northern commercial district.		x	Engineering			Transportation; Planning
c. Work with property owners to identify potential sites for desired commercial retail amenities and redevelopment.	x		Development Division			Planning; Economic Development
d. Encourage workforce housing development in the commercial areas for West Five employees so they can easily and affordably commute to work and reduce their cost of living expenses.	x		Development Division			Planning; Economic Development
e. Encourage a new hotel use within the commercial area to meet the needs of West Five businesses that host clients.	x		Economic Development			Development Division
f. Encourage restaurant uses for West Five employees and surrounding neighborhoods.	x		Economic Development			Development Division
g. Consider incentives specific to these commercial areas to encourage the desired urban form, vitality and uses.	x		Planning			Economic Development; Development Division
h. Be alert of opportunities to purchase land that will help accomplish the goals of the strategy.	x		Development Division			Economic Development; Planning

WEST FIVE STRATEGY ACTIONS

Actions	Ongoing	Near-Term (1-5 years)	Long-Term (>5 years)	Lead	Support
Existing Infrastructure Improvements					
(1)a. SW Western Ave - Southern portion from SW 5th St to SW Allen Blvd		x		Engineering	Transportation; Planning
(1) b. Northern portion from SW 5 th to SW Beaverton Hillsdale Hwy			x	Engineering	Transportation; Planning
(2) Intersection at SW Western Ave and SW 5 th St		x		Engineering	Transportation; Planning
(3) Intersection at SW Western Ave and SW Allen Blvd		x		Engineering	Transportation; Planning
(4) Sidewalk gaps along SW 5 th St			x	Engineering	Transportation; Planning
(5) Bike lane and sidewalk gaps along SW Allen Blvd			x	Engineering	Transportation; Planning
(6) Fanno Creek Trail connection			x	Engineering	Transportation; Planning
Transportation Improvements for Further Evaluation					
Complete Internal Roadway Feasibility Study to assess:					
(1) Creating another north-south connection through West Five		x		Transportation	Planning; Economic Development; Engineering
(2) Improving access to industrial properties					
(3) An urban grid for the commercial lands to the north					
(4) Shortening trips for all modes					

Attachment B: Infill Case Study



Real Estate Development Case Study: Suburban Infill Development

Suburban communities across the country have traditionally focused on “greenfield” development, consisting of new construction on vacant land. This type of development typically involves one developer with minimal significant development constraints such as existing buildings, challenging road connections, or potential site contamination. Development of vacant land with minimal encumbrances has allowed for new growth to occur in a relatively straight-forward manner, and has been the focus for these communities over the past few decades.

However, suburbs are now facing demand for infill redevelopment. This new focus is the result of some first-tier suburban communities (ones immediately adjacent to the central city) comprehending that they have developed almost all their employment lands. This comprehension is coupled with growth trends that are pulling residents and employees back toward urban centers, which increases land values of first-tier suburbs as demand expands outward.

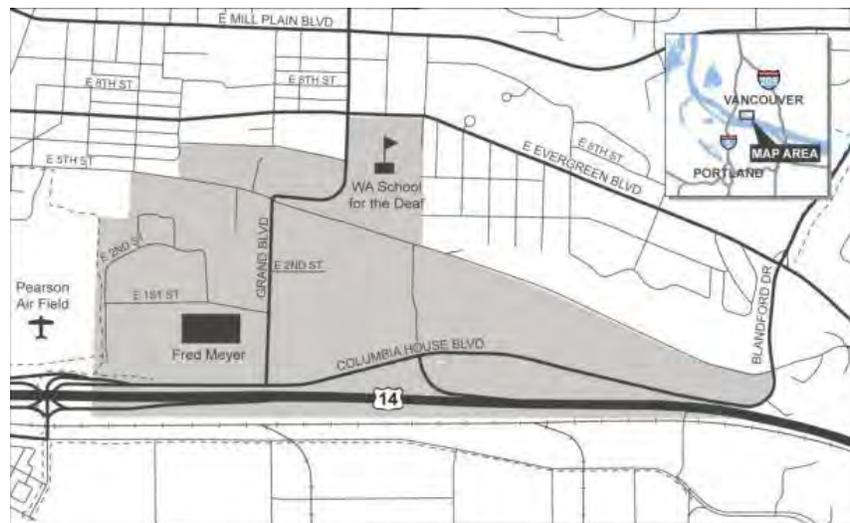
While this repurposing of underutilized land benefits a community with an improved tax base and modern development patterns, it is extremely challenging to actualize due to the nature of infill development in contrast to greenfield development.

Lower Grand Employment Area (LGEA)

The LGEA in Vancouver, Washington is a good case study on how city staff can effectively encourage redevelopment within an aging industrial area.

Define the Boundaries

A community must first define the infill opportunity area to perform a preliminary analysis of infrastructure constraints or potential opportunities tied to the anticipated uses (industrial, mixed-use, residential) in the area. This first step is typically led by long-range planning departments with public works to determine critical missing connections or utilities that are impeding the growth of the area. Initial outreach to property and businesses owners is important to verify appropriate opportunities and needs to expand growth.



Source: Columbian Newspaper, 2014

Seize Opportunities

With the area and needs identified, city staff can proactively apply for grant funding to refine specific infrastructure requirements. A significant opportunity for infill development often underutilized by communities is EPA brownfield grants. In Vancouver, the City applied for an area-wide brownfield grant targeting the identified industrial area with the knowledge that some parcels in the area were designated as brownfields. They used the grant to effectively engage business and property owners with the promise of grant dollars to engineer the needed infrastructure that helps these businesses remain viable and to warrant further investment. In other words, the meetings were focused on infrastructure development as opposed to high-level planning, which is sometimes less tangible.

Build Partnerships

City staff must understand that relationships and trust are the key ingredient to realizing infill development. In Vancouver, key staff managing the LGEA project went to each business within the district and personally knocked on each door. General emails or letters asking for engagement **will not** suffice. City staff visited sites to gain a better understanding of infrastructure constraints, and at the same time built a meaningful relationship so that when the email was issued for a meeting, the business owner was inclined to attend.

Build Something Meaningful

In working with business owners in the LGEA, City staff honed in on two key improvements impeding growth: storm water and road design. Under the EPA grant these improvements were clearly identified and preliminarily designed to a level that positioned the City to pursue a \$1.1 million Washington State Department of Ecology grant to build the necessary infrastructure. (The grant was awarded, but funding is pending.)



Source: LGEA Action Plan, Maul Foster Alongi, 2016

Document Future Improvements

Once the important infrastructure needs are identified they must be documented. Typically, future road connections (road design) are identified in a Transportation System Plan (TSP), or similar type of document. In providing clear documentation, as future infill projects are submitted to the city, staff can work with the applicant to incorporate the needed infrastructure into the new development with an understanding of how it will address the larger needs for the area.

Partnerships

This meaningful solution and action by the City compelled existing LGEA business owner JH Kelly to not only stay in the LGEA, but invest in a new 60,000-square-foot office building. In developing the new site, the company entered into a Development Agreement with the City that dedicates necessary right-of-way (ROW) and additional infrastructure upgrades that will enable the \$1.1 million infrastructure project to proceed. With the new building, JH Kelly anticipates that they will create 50 new jobs, translating into significant economic development results for the city. It is a true public-private partnership.

Attachment C: Stakeholder List

Steering Committee

John Hoch, ProBuild
Steven Frank, International Paper
Mary Sutherland Crouse, DH Sutherland
Bob Peterson, Allied Power
Paul White, CompView Medical
Susan Taylor, Earl & Brown
Sue Russell, RM Wade & Co
Tia Ross, Nature Worx Packaging
Robert McCracken, Beaverton School District
Scott Winter, Planning Commission / URAC
Brad Stern, Pacific NW Properties
Sherry Moore, Denney Whitford / Raleigh West NAC
Janelle Houston, Greater Portland Inc.
Teresa Dunham, Westside Economic Alliance
Brian Cassidy, ADAPT Training
Santo Graziano, Kaiser Permanente
Scott Dueker, Epiq Systems

City Advisory Boards

Urban Renewal Advisory Committee (URAC)
Inessa Vitko (Chair)
Jennifer Nye, Planning Commission (Vice Chair)
Deric Weiss, TVF&R
Scott Winter, Planning Commission
Lorraine Clarno, Chamber of Commerce
Roy Kim, Central Bethany Development
Amy Saberiyan, Neek Engineering/Ava Rostaria
Sean Colletta
Domonic Biggi, Beaverton Foods
Carmela Bowns, Vose NAC
Calvin Hamreus, Architect
Sheila Greenlaw-Fink, Community Housing Fund
Ann Synder, Oregon Youth Authority

Technical Advisory Committee

Tyler Ryerson, City of Beaverton - BURA/Development
Luke Pelz, City of Beaverton - Transportation
Jabra Khasho, City of Beaverton - Engineering (Transportation)
Jim Duggan, City of Beaverton - Engineering (Site Development)
Mike Williams, City of Beaverton - Economic Development
Elle Allan, Clean Water Services
Josh Brooking, Oregon Department of Transportation (ODOT)
Tom Mills, Tri-Met
Gerry Uba, Metro
Robert Mansolillo, Department of Land Conservation and Development (DLCD)
Ross Peizer, Westside Transportation Alliance
Sierra Gardiner, Business Oregon
Erin Wardell, Washington County
Jeffrey Raker, Metro

Stakeholder Interviews

Kristin Hammond, Stuart Skaug, Ajay Malhotra, CBRE Commercial Brokers
Jerry Jones, Lanphere Construction and Development
Larry Gomez, Genesee & Wyoming Inc. (Portland & Western Railroad)
Steve Morris, Oregon Technology Business Center (OTBC)
Lorraine Clarno, Beaverton Chamber of Commerce
Scott Dueker, Epiq Systems
Steve Sparks, Beaverton School District (West Five property owner)
Howard Dietrich, West Five Property Owner

Attachment D: Findings Report

KARNOWSKI Mari * BIZ

From: Luke Pelz <lpelz@beavertonoregon.gov>
Sent: Monday, October 23, 2017 12:58 PM
To: Regional InfrastructureFund * BIZ
Cc: Cassera Phipps; Mike Williams; Bill Berg
Subject: RFI for the City of Beaverton's Western Avenue Improvement Project
Attachments: Request for Information, Regional Infrastructure Fund 17-19, City of Bea....pdf; West Five Strategy Letters of Support, City of Beaverton.pdf

Regional Solutions and Business Oregon Team,

Please find the following attachments:

1. Request for Information form.
2. The West Five District Strategy document ([by reference, see City website](#)).
3. Letters of support from the West Five District Strategy.

I would appreciate feedback on our proposal and would like to learn more about the formal application process. Please contact me with any questions.

Sincerely,

Luke Pelz

Senior Transportation Planner, AICP | Community Development
[City of Beaverton](#) | p: 503.526.2466 | lpelz@BeavertonOregon.gov

PUBLIC RECORDS LAW DISCLOSURE

This e-mail is a public record of the City of Beaverton and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name City of Canby	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 222 NE 2nd Avenue Canby, OR 97013	Mailing Address 222 NE 2nd Avenue Canby, OR 97013
Office Phone 503-266-7001	Web URL www.canbyoregon.gov

SECTION 1 B: PROJECT CONTACT	
Name Matilda Deas, AICP	Title Senior Planner
Phone 503-266-0723	Email deasm@canbyoregon.gov
Phone (cell) 503-997-4352	

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Canby Pioneer Industrial Park access from OR99E
Project Region	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties) <input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties) <input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties) <input type="radio"/> South Coast (Coos, Curry, and Douglas Counties) <input type="radio"/> Southern (Jackson and Josephine Counties) <input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties) <input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties) <input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties) <input type="radio"/> South Central (Klamath and Lake Counties) <input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties) <input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location *(physical address including city and county)*

Near intersection of Otto Rd and OR99E Canby, Oregon 97013

Is there community support for this project? **Yes** **No**

Describe and attach letters of support. Clackamas County, Canby Chamber & Capacity Commercial Industrial Realtors

Project Category

- Planning Design only Construction only Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	40,000	
Funds from potential applicant	40,000	
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$ 80,000	

Cost Estimate Date: 10/25/17	Prepared by City of Canby Senior Planner
Estimated Project Start Date: Immediately	Completion Date: 6 months

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

The City of Canby's 350 acre Pioneer Industrial Park (CPIP) is located just southeast of OR 99E. It has one direct entrance at Sequoia Parkway at OR99E. The Park was established in 1999 and is about 1/3 developed. Three new industrial companies are or soon will be under construction. The city is working with a number of leads that could add additional transportation demands. The city wants to be proactive in providing needed road capacity so we do not lose momentum in attracting new companies.

This industrial park is the economic engine of Canby, providing the bulk of its traded sector employers that provide family wage jobs and significant investment. About 100 acres of the CPIP are certified shovel ready sites. Since inception, the park has attracted 16 industrial companies that have created about 1,000 jobs and provide annual payrolls in excess of \$40 million.

ODOT has determined that the Sequoia Parkway/OR99E intersection is nearing capacity and may negatively impact our ability to attract new industrial development to our Pioneer Industrial Park. Canby's Transportation System Plan Update (adopted in 2011) recommended extending Otto Road from OR99E to our industrial park to provide additional access to the park to address this deficiency. The Otto Road access requires acquisition of new and additional ROW from 13 property owners. However, there is an alternative access option west of Otto Road that is much shorter and would require ROW acquisition from only three property owners. This alternative alignment is estimated to be significantly less expensive and less difficult to acquire than the Otto Road access. The City seeks to determine which alternative is most feasible so the City can proceed with the design and construction of the preferred alternative.

Proposal / Solution *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

The solution to the capacity issue at Sequoia Parkway and OR 99E described above is to identify, and ultimately construct, an alternative access from OR99E to Canby's Pioneer Industrial Park. The new access will resolve the capacity constraints at the Sequoia/OR99E intersection and facilitate new industrial development on the 100 acres of shovel ready land available in our Pioneer Industrial Park.

The proposed feasibility study will analyze two preliminary roadway designs developed by our city engineer. The study will recommend one that best serves the long term needs of the CPIP and that is technically possible and economically justified. Our preliminary easement acquisition and construction estimates range from \$2.2 million to \$7.03 million. Once the best option is identified, the City will coordinate with ODOT, Clackamas County and others to fund the project and move forward with the design and construction.

We have attached the preliminary designs and cost estimates for Option 1: Otto Rd extension, and Option 2: Hazel Dell Rd. extension, which includes the SE 1st Avenue road improvements(2A). Also attached are three letters of support for the study. Thank you for your consideration.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

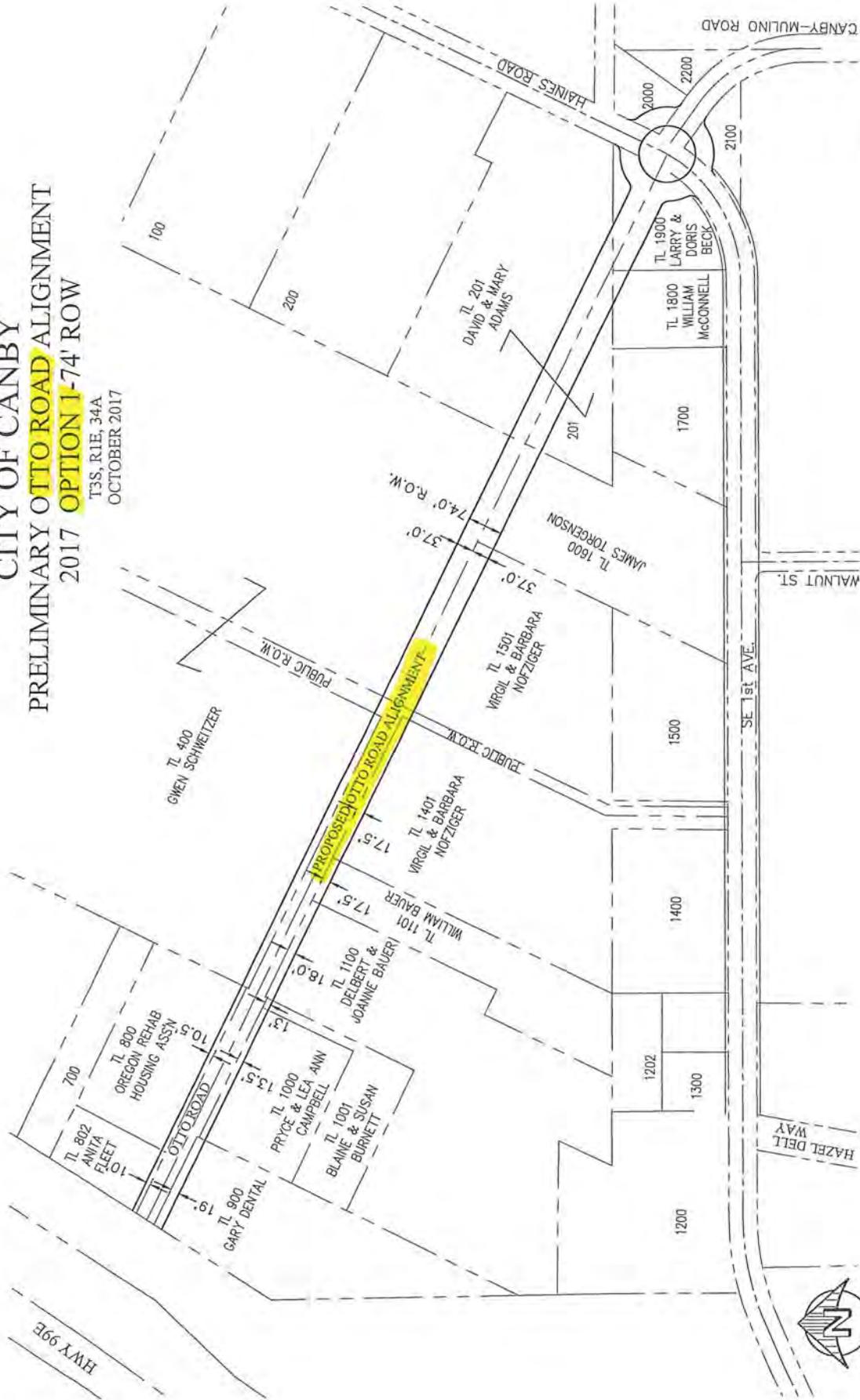
Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report:

CITY OF CANBY
 PRELIMINARY OTTO ROAD ALIGNMENT
 2017 OPTION 1-74' ROW

T3S, R1E, 34A
 OCTOBER 2017



CURRAN-McLEOD, INC.
 CONSULTING ENGINEERS

INDUSTRIAL STREET DESIGN

50' paved street in 74' ROW (6' Bike, 11' Lane, 12' Center, 11' Lane, 6' Bike) 5" AC over 12" base
 2,450 LF from Highway 99E to new traffic circle at SE 1st Avenue and Mulino Road

Item	Description	Quantity	Unit	Unit Price	Total
SITE PREPARATION					
A.1	Mobilization	All	LS	\$200,000	\$200,000
A.2	TPD Traffic	All	LS	\$15,000	\$15,000
A.3	Erosion Control	All	LS	\$50,000	\$50,000
A.4	Clearing & Grubbing	All	LS	\$25,000	\$25,000
A.5	Common Excavation/Embank	30,000	CY	\$20	\$600,000
A.6	Subgrade/Trench Stabilization	500	CY	\$40	\$20,000
A.7	Rock Excavation	100	CY	\$200	\$20,000
A.8	R&R Mailboxes, Signs	All	LS	\$5,000	\$5,000
A.9	Site Restoration	All	LS	\$40,000	\$40,000
				Subtotal	\$975,000
AC & CONCRETE SURFACING					
B.1	1" Minus Base Rock, 12"	13,700	SY	\$12	\$164,400
B.2	Type "C" Curb	5,000	LF	\$15	\$75,000
B.3	6" Driveway w/Rock, (no sidewalk)	50	SY	\$60	\$3,000
B.4	1/2" Dense Mix AC, 5"	4,000	tons	\$85	\$340,000
B.5	Pavement Striping	All	LS	\$30,000	\$30,000
				Subtotal	\$612,400
C. STORM DRAINAGE					
C.1	10" HDPE W/ Ex, Bd, Select Bfl	2,000	LF	\$60	\$120,000
C.2	Type G-2 Catch Basins	12	EA	\$1,500	\$18,000
C.3	48" Sedimentation MH	5	EA	\$10,000	\$50,000
C.4	48" Drywell	5	EA	\$15,000	\$75,000
				Subtotal	\$263,000
D. SANITARY SEWER					
D.1	10" PVC W/ Ex, Bd, Select Bfl	2,500	LF	\$75	\$187,500
D.2	8" PVC W/ Ex, Bd & Select Bfl	1400	LF	\$55	\$77,000
D.3	48" Std Manholes	12	EA	\$5,000	\$60,000
D.4	6" Service Stub w/CO	15	EA	\$1,500	\$22,500
				Subtotal	\$347,000

INDUSTRIAL STREET DESIGN

E. WATER SYSTEM

E.1	12" DI CL. 50 W/Ex, Bd, Select Bfl	2,500	LF	\$70	\$175,000
E.2	8" DI, Cl. 50 w/Ex, Bd, Select Bfl	500	LF	\$40	\$20,000
E.3	Valves & Fittings	All	LS	\$40,000	\$40,000
E.4	1" Water Services	15	EA	\$1,000	\$15,000
E.5	Fire Hydrants	5	EA	\$3,000	\$15,000
				Subtotal	\$265,000

F. UTILITIES

F.1	Trench Excavation & Backfill	5000	LF	\$8	\$40,000
F.2	Street Light Installation	25	EA	\$2,000	\$50,000
F.3	Vault Exca & Backfill	6	ea	\$2,000	\$12,000
				Subtotal	\$102,000

G. TRAFFIC CIRCLE CONSTRUCTION

G.1	Traffic Circle Construction	All	LS	\$400,000	\$400,000
				Subtotal	\$400,000

H. Highway 99E Signalization

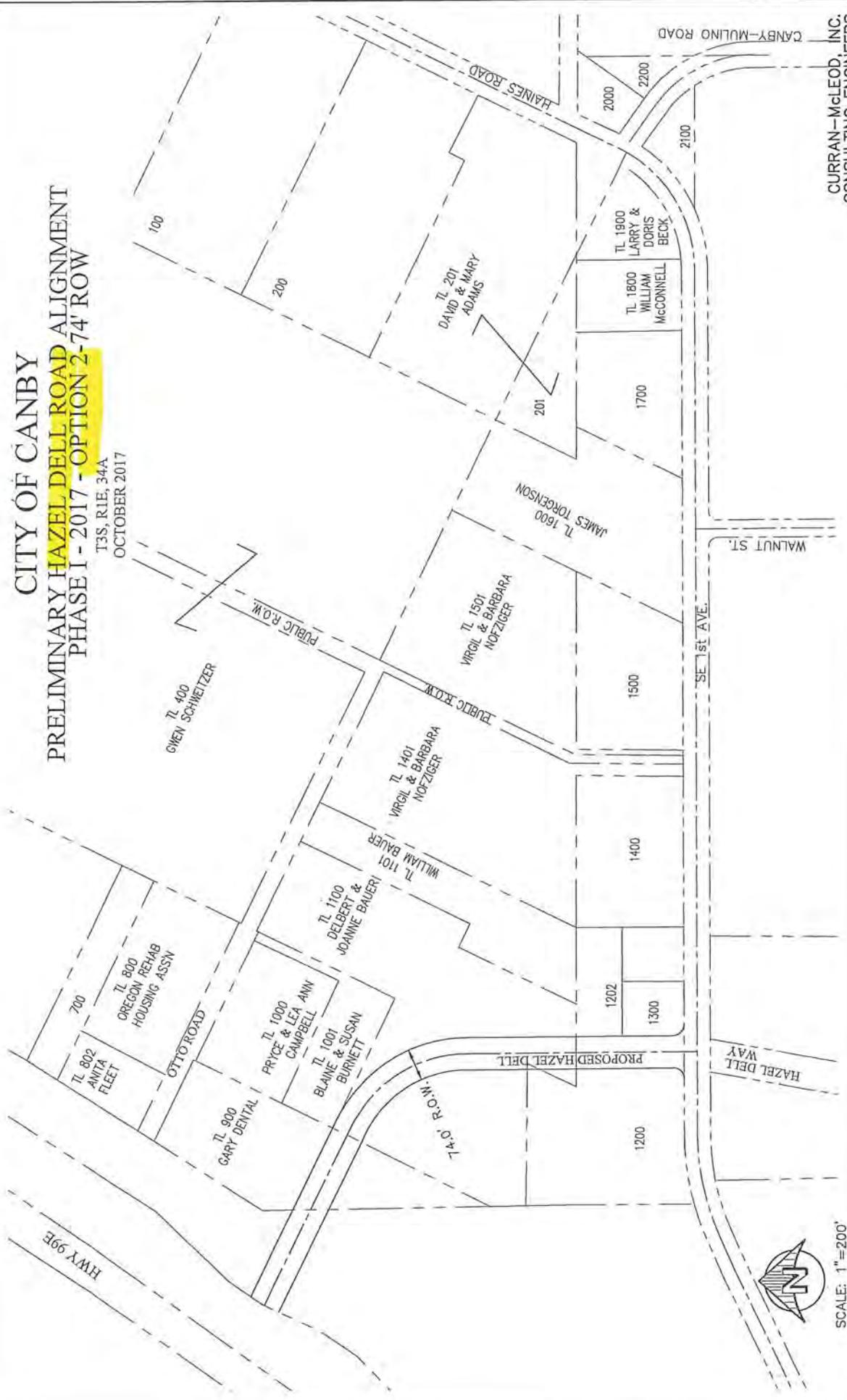
H.1	Signalization Complete	All	LS	\$400,000	\$400,000
				Subtotal	\$400,000

TOTAL CONSTRUCTION COST	\$3,364,400
Engineering Design Phase (10%)	336,440
Engineering Construction Phase (10%)	336,440
ROW Dedications 141,000 SF @ \$6.50/SF	1,000,000
Traffic Circle Dedication (3 Properties)	1,000,000
Slope Easements	20,000
Canby Utility Power	200,000
Appraisals, Document Prep, Monumentation	100,000
Contingencies (20%)	672,720

TOTAL PROJECT COST \$7,030,000

CITY OF CANBY
 PRELIMINARY HAZEL DELL ROAD ALIGNMENT
 PHASE I - 2017 - OPTION 2-74' ROW

T3S, R1E, 34A
 OCTOBER 2017



CURRAN-MCLEOD, INC.
 CONSULTING ENGINEERS

INDUSTRIAL STREET DESIGN

50' paved street in 74' ROW (6' bike, 11' lane, 12' center, 11' Lane, 6' Bike) 5" AC over 12" base, 1,250 LF from Hwy 99E to SE 1st Avenue at Hazel Dell Way

Item	Description	Quantity	Unit	Unit Price	Total
SITE PREPARATION					
A.1	Mobilization	All	LS	\$75,000	\$150,000
A.2	TPD Traffic	All	LS	\$15,000	\$15,000
A.3	Erosion Control	All	LS	\$30,000	\$30,000
A.4	Clearing & Grubbing	All	LS	\$20,000	\$20,000
A.5	Common Excavation/Embank	15,000	CY	\$20	\$300,000
A.6	Subgrade/Trench Stabilization	500	CY	\$40	\$20,000
A.7	Rock Excavation	100	CY	\$200	\$20,000
A.8	R&R Mailboxes, Signs	All	LS	\$5,000	\$5,000
A.9	Site Restoration	All	LS	\$40,000	\$40,000
				Subtotal	\$600,000
AC & CONCRETE SURFACING					
B.1	1" Minus Base Rock, 12"	7,300	SY	\$12	\$87,600
B.2	Type "C" Curb	2,600	LF	\$15	\$39,000
B.3	6" Driveway w/Rock (no sidewalks)	50	SY	\$60	\$3,000
B.4	1/2" Dense Mix AC, 5"	2,200	tons	\$85	\$187,000
B.5	Pavement Striping	All	LS	\$25,000	\$25,000
				Subtotal	\$341,600
C. STORM DRAINAGE					
C.1	10" HDPE W/ Ex, Bd, Select Bfl	1,000	LF	\$60	\$60,000
C.2	Type G-2 Catch Basins	8	EA	\$1,500	\$12,000
C.3	48" Sedimentation MH	4	EA	\$1,000	\$4,000
C.4	48" Drywell	4	EA	\$15,000	\$60,000
				Subtotal	\$136,000
D. SANITARY SEWER					
D.1	10" PVC W/ Ex, Bd, Select Bfl	1,500	LF	\$75	\$112,500
D.2	8" PVC W/ Ex, Bd & Select Bfl	800	LF	\$55	\$44,000
D.3	48" Std Manholes	8	EA	\$4,000	\$32,000
D.4	6" Service Stub w/CO	10	EA	\$1,500	\$15,000
				Subtotal	\$203,500

INDUSTRIAL STREET DESIGN

E. WATER SYSTEM

E.1	12" DI CL. 50 W/Ex, Bd, Select Bfl	1,500	LF	\$70	\$105,000
E.2	12" DI, Cl. 50 w/ Ex, Bd, Native Bfl	0	LF	\$60	\$0
E.3	8" DI, Cl. 50 w/Ex, Bd, Select Bfl	300	LF	\$40	\$12,000
E.4	Valves & Fittings	All	LS	\$30,000	\$30,000
E.5	1" Water Services	10	EA	\$1,000	\$10,000
E.6	Fire Hydrants	4	EA	\$3,000	\$12,000
				Subtotal	\$169,000

F. UTILITIES

F.1	Trench Excavation & Backfill	2,500	LF	\$8	\$20,000
F.2	Street Light Installation	12	EA	\$2,000	\$24,000
F.3	Vault Exca & Backfill	4	ea	\$2,000	\$8,000
				Subtotal	\$52,000

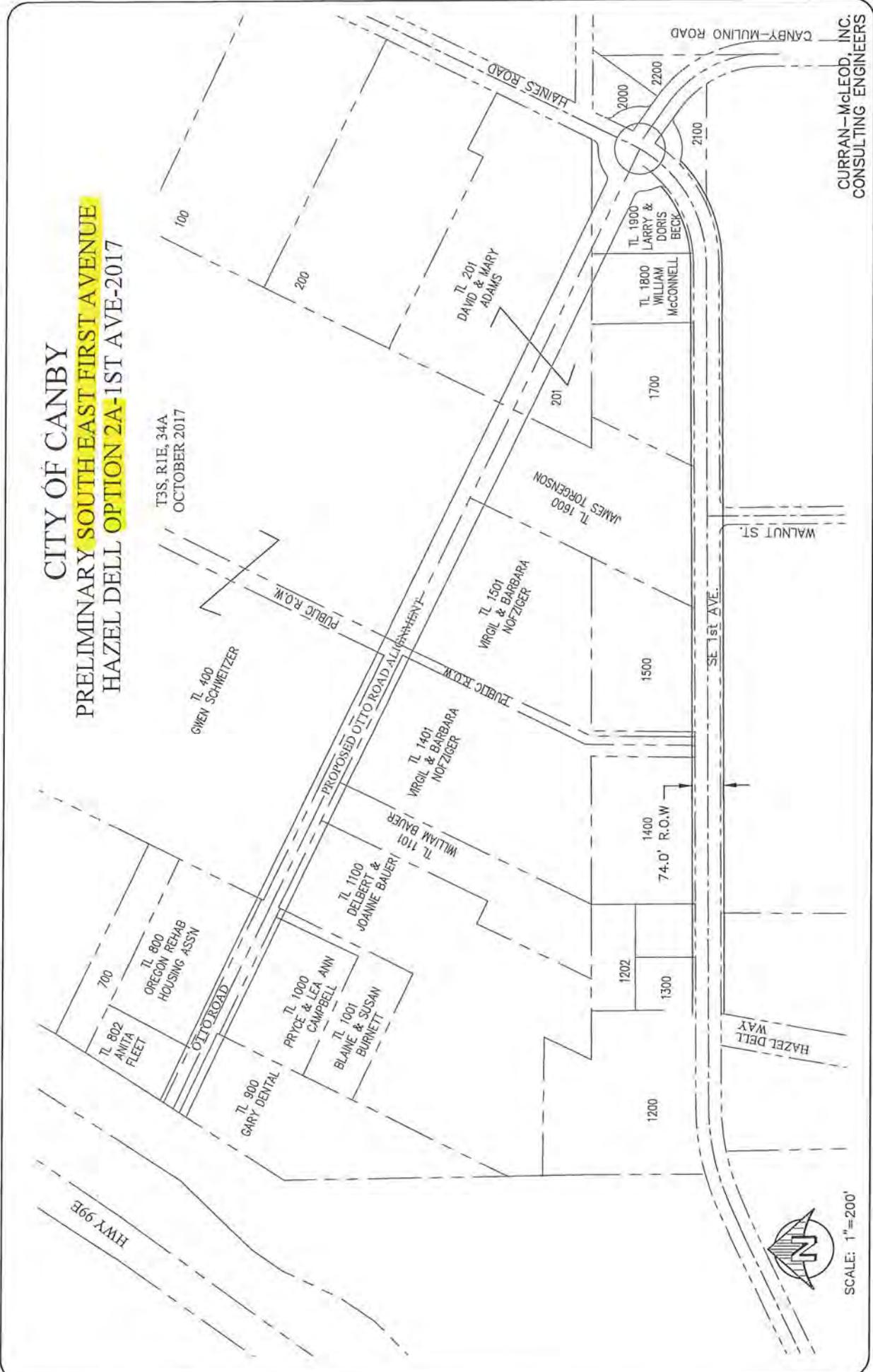
G. Highway 99E Signalization

G.1	Signalization Complete	All	LS	\$400,000	\$400,000
				Subtotal	\$400,000

TOTAL CONSTRUCTION	\$1,902,100
Engineering Design Phase (10%)	190,210
Engineering Construction Phase (10%)	190,210
ROW Dedications 106,000 SF @ \$6.50/SF	689,000
Slope Easements	20,000
Canby Utility Power	150,000
Appraisals, Document Prep, Monumentation	75,000
Contingencies (20%)	383,480
TOTAL PROJECT COST	\$3,600,000

CITY OF CANBY
 PRELIMINARY SOUTH EAST FIRST AVENUE
 HAZEL DELL OPTION 2A-1ST AVE-2017

T3S, R1E, 34A
 OCTOBER 2017



SCALE: 1" = 200'



CURRAN-McLEOD, INC.
 CONSULTING ENGINEERS

INDUSTRIAL STREET DESIGN

50' paved street in 74' ROW (6' Bike, 11' Lane, 12' Center, 11' Lane, 6' Bike) 5" AC over 12" base rock
 2,150 LF from Hazel Dell Way to Mulino Rd

Item	Description	Quantity	Unit	Unit Price	Total
SITE PREPARATION					
A.1	Mobilization	All	LS	\$125,000	\$125,000
A.2	TPD Traffic	All	LS	\$20,000	\$20,000
A.3	Erosion Control	All	LS	\$50,000	\$50,000
A.4	Clearing & Grubbing	All	LS	\$20,000	\$20,000
A.5	Common Excavation/Embank	7,500	CY	\$20	\$150,000
A.6	Subgrade/Trench Stabilization	500	CY	\$40	\$20,000
A.7	Rock Excavation	100	CY	\$200	\$20,000
A.8	R&R Mailboxes, Signs	All	LS	\$4,000	\$4,000
A.9	Site Restoration	All	LS	\$30,000	\$30,000
				Subtotal	\$439,000
AC & CONCRETE SURFACING					
B.1	1" Minus Base Rock, 12"	12,000	SY	\$12	\$144,000
B.2	Type "C" Curb	4,500	LF	\$15	\$67,500
B.3	6" Driveway w/Rock (no sidewalk)	50	SY	\$60	\$3,000
B.4	1/2" Dense Mix AC, 5"	3,500	tons	\$85	\$297,500
B.5	Pavement Striping	All	LS	\$20,000	\$20,000
				Subtotal	\$532,000
C. STORM DRAINAGE					
C.1	10" HDPE W/ Ex, Bd, Select Bfl	1,500	LF	\$60	\$90,000
C.2	Type G-2 Catch Basins	12	EA	\$1,500	\$18,000
C.3	48" Sedimentation MH	4	EA	\$10,000	\$40,000
C.4	48" Drywell	4	EA	\$15,000	\$60,000
				Subtotal	\$208,000
D. SANITARY SEWER					
D.1	10" PVC W/ Ex, Bd, Select Bfl	2,200	LF	\$75	\$165,000
D.2	8" PVC W/ Ex, Bd & Select Bfl	500	LF	\$55	\$27,500
D.3	48" Std Manholes	8	EA	\$5,000	\$40,000
D.4	6" Service Stub w/CO	8	EA	\$1,500	\$12,000
				Subtotal	\$244,500

INDUSTRIAL STREET DESIGN

E. WATER SYSTEM

E.1	12" DI CL. SOW/ Ex Bd, Select Bfl	2,200	LF	\$70	\$154,000
E.2	12" DI, Cl. SOW/ Ex, Bd, Native Bfl	0	LF	\$60	\$0
E.3	8" DI, Cl. SOW/Ex, Bd, Select Bfl	300	LF	\$40	\$12,000
E.4	Valves & Fittings	All	LS	\$30,000	\$30,000
E.5	1" Water Services	8	EA	\$1,000	\$8,000
E.6	Fire Hydrants	4	EA	\$3,000	\$12,000

Subtotal
 \$216,000

F. UTILITIES

F.1	Trench Excavation & Backfill	4,500	LF	\$8	\$36,000
F.2	Street Light Installation	22	EA	\$1,200	\$26,400
F.3	Vault Exca & Backfill	8	EA	\$1,500	\$12,000
				Subtotal	\$74,400

TOTAL CONSTRUCTION COST	\$1,713,900
Engineering Design Phase (10%)	171,390
Engineering Construction Phase (10%)	171,390
ROW Dedications 30,100 SF@ \$6.50/SF	195,650
Slope Easements	20,000
Canby Utility Power	120,000
Appraisals, Document Prep, Monumentation	25,000
Contingencies (20%)	342,670
TOTAL PROJECT COST	\$2,760,000



CATHERINE GRUBOWSKI-JOHNSON
MANAGER

BUSINESS AND ECONOMIC DEVELOPMENT

DEVELOPMENT SERVICES BUILDING

150 BEAVERCREEK ROAD | OREGON CITY, OR 97045

October 31, 2017

Business Oregon-Regional Infrastructure Fund
775 Summer St, NE STE 200
Salem, OR 97301-1280

To whom it may concern:

On behalf of Clackamas County Business & Economic Development, we are pleased to submit this letter of support for the City of Canby's project as outlined below.

The continued growth and success of the Canby Pioneer Industrial Park (CPIP) is critical economic growth of Clackamas County. The CPIP provides both employment opportunities for our residents and taxes to support our City/County services. An alternative access from OR99E is imperative to relieve capacity constraints at the Sequoia /OR99E intersection. The capacity constraints at the Sequoia intersection will eventually cripple the continued development of the CPIP and greatly diminish its ability to contribute to the economic well-being of the Canby community and the region as a whole.

We encourage you to support the City of Canby's request for assistance to conduct a feasibility study to identify a preferred alternative access from OR99E to the Canby Pioneer Industrial Park.

Sincerely,

Catherine Grubowski-Johnson, Manager
Business & Economic Development



805 SW Broadway
Suite 700
Portland, Oregon 97205

t: 503.326.9000
f: 503.425.1006
www.capacitycommercial.com

October 26, 2017

Business Oregon – Regional Infrastructure Fund
775 Summer St NE, Suite 200
Salem, OR 97301-1280

To Whom It May Concern:

We have been the lead commercial real estate brokers for over 20 years in selling over 100 acres of industrial and commercial property in the Canby Pioneer Industrial Park. With the critical shortage of fully-served industrial land in the Portland region, we have postured Canby as a viable option compared to other areas for all the right reasons: reasonably close to two freeways, Canby's Public Utilities District, and a variety of land sizes for sale at competitive prices. As a result, we have the attention of several large industrial companies from the Portland area who would bring to Canby plans to build large manufacturing plants, and subsequently, a substantial employment base. We have many good land options for sale for these companies in the Park, but they have not yet landed because one of their issues has been car and truck access to Highway 99E – they know Canby well enough to know that Sequoia Parkway at 99E is very congested now (without their presence) and are very concerned about it. Continued industrial growth is critical for Canby's viability now and into the future, so a quick solution to the 99E access issue would assist us greatly in our efforts to bring these companies to Canby.

To this end, it is imperative that the support for Canby's request for assistance to conduct their alternative access feasibility study be given top priority. Momentum is building in the Park with three more industrial buildings currently under construction. We all want this trend to continue. The selection of the alternate access will help pave the way for continued success in CPIP!

Sincerely,

Capacity Commercial Group

Allen Patterson, SIOR
Senior Vice President

T.N. Tolls Company

Terry N. Tolls
Principal



Business Oregon-Regional Infrastructure Fund
775 Summer St, NE STE 200
Salem, OR 97301-1280

To whom it may concern:

The continued growth and success of the Canby Pioneer Industrial Park (CPIP) is critical to the fabric of our community. The CPIP provides both employment opportunities and taxes to our community.

An alternative access from OR 99E is imperative to relieve capacity constraints at the Sequoia /OR99E intersection. The capacity constraints at the Sequoia intersection will eventually cripple the continued development of the CPIP and greatly diminish its ability to contribute to the economic well-being of the Canby community and the entire region.

Along with capacity constraints, there is concern for overall safety in and around this geographical area. This study will help solidify the need and push forward the completion of an additional route into the area.

We encourage you to support the City of Canby's request for assistance to conduct a feasibility study to identify a preferred alternative access from OR99E to the Canby Pioneer Industrial Park.

Thank you for your consideration in helping Canby serve its industrial community well.

Sincerely,

A handwritten signature in black ink, appearing to read "Mallory Gwynn". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Mallory Gwynn

Executive Director, Canby Area Chamber of Commerce

KARNOWSKI Mari * BIZ

From: Matilda Deas <DeasM@canbyoregon.gov>
Sent: Tuesday, October 31, 2017 12:36 PM
To: Regional InfrastructureFund * BIZ
Subject: City of Canby's response to request for information
Attachments: City of Canby Regional Solutions Application for Otto Road.pdf

The City of Canby Is pleased to submit a completed Request for Information application to Business Oregon for consideration for future funding through the Regional Infrastructure Fund. Thank you for this opportunity. We look forward to future partnerships with Business Oregon.

Sincerely,

Matilda Deas, AICP
Senior Planner
Development Services
City of Canby
222 NE 2nd Avenue *NEW
Canby,OR 97013
503-266-0723
deasm@canbyoregon.gov * NEW

PUBLIC RECORDS LEGAL DISCLOSURE

This email is a public record of the City of Canby, Oregon, and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law.
This email is subject to the State Retention Schedule.

REQUEST FOR INFORMATION FORM

Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280



Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.

RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name Columbia Corridor Drainage Districts Joint Contracting Authority	Organization Special District <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 1880 NE Elrod Drive, Portland, OR 97211	Mailing Address 1880 NE Elrod Drive, Portland, OR 97211
Office Phone 503-821-5675	Web URL www.mcdd.org / www.leveereadycolumbia.org

SECTION 1 B: PROJECT CONTACT	
Name Sara Morrissey	Title Levee Ready Columbia Program Manager
Phone 503-218-5675	Email smorrissey@mcdd.org
Phone (cell) 503-440-4066	

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Levee Ready Columbia
Project Region To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes: <ul style="list-style-type: none"> <input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties) <input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties) <input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties) <input type="radio"/> South Coast (Coos, Curry, and Douglas Counties) <input type="radio"/> Southern (Jackson and Josephine Counties) <input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties) <input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties) <input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties) <input type="radio"/> South Central (Klamath and Lake Counties) <input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties) <input type="radio"/> Northeast (Baker, Union, and Wallowa Counties) 	

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location (*physical address including city and county*)

Columbia Corridor Drainage Districts (Multnomah County Drainage District #1, Peninsula Drainage District #1, Peninsula Drainage District #2, Sandy Drainage Improvement Company) which are all within Multnomah County and include portions of the following cities: Portland, Gresham, Fairview and Troutdale

Is there community support for this project? **Yes** **No**

Describe and attach letters of support. Letters of support attached.

Project Category

- Planning
- Design only
- Construction only
- Design & Construction
- Other Pre-construction Planning & Design

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	167,314	
Funds from potential applicant	2,027,361	
Other Funds: Levee Ready Columbia Project Partners through Cash, Grants, and 2 Business Oregon Loans (including Business Oregon; Multnomah County, Metro; Port of Portland; Cities of Portland, Gresham, Troutdale, and Fairview; SIDIC; FEMA)	3,749,088	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, 2 Business Oregon Loans with provide term: terms currently through December 2018.
Other Funds: Cash commitment from Multnomah County; Metro; Port of Portland; Cities of Portland, Gresham, Troutdale, and Fairview; SIDIC	744,467	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, Currently being added to existing provide term: IGAs via amendment to extend funding through June 2019.
Estimated Total Project Cost	\$ 6,688,230	

Cost Estimate Date:	10/24/17	Prepared by	Brian Eberhardt
Estimated Project Start Date:	January 2014	Completion Date:	June 30, 2019

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

In 2014, partners in the Levee Ready Columbia project came together to address flood management challenges along the 27-mile Columbia Corridor levee system. The system includes much of the south shore of the Columbia River in Multnomah County, and the challenges are multiple: aging infrastructure with known deficiencies that require modernization, expired federal levee certifications, and rapidly changing federal regulatory requirements which could affect designation of the area as a floodplain. Multiple jurisdictions and convoluted funding structures compound the problem of long-term governance and financing improvements. Events such as high water along the Columbia in spring 2017 and recent flooding in Houston, Texas illustrate the importance of levees and a strong flood management system. In 2014, Oregon Solutions and the Governor's Portland Metro Regional Solutions office helped bring the right partners to the table under a signed Declaration of Cooperation to form the Levee Ready partnership: 4 cities, the Port of Portland, Metro, Multnomah County, state agencies, representatives of neighborhood and business associations, and NGOs. FEMA and the Army Corps of Engineers have also been at the table. Partners believe that collaborating to meet federal mandates and ensure integrity of the system in the long term will be more effective than each jurisdiction going it along. Partners re-stated their commitment to collaboration at a meeting in March 2017 and have recently executed new Intergovernmental Agreements to carry out the needed due-diligence through June of 2019. The 27-miles of levees, built by the U.S. Army Corps of Engineers, serve an area that is home to the Port of Portland, the Portland International Airport, two intercontinental railroads and three interstate highways. The airport generates \$101.7 million in annual tax revenue to state and local governments. The tourism and visitor industry generates another \$314 million in state and local taxes. In total, this transportation hub contributes to a thriving traded sector economy in the leveed area that generates \$16 billion in annual economic activity, over \$7 billion in property value, and 10 percent of the jobs in Multnomah County. The project addresses the Governor's regional priorities of economic development, infrastructure resiliency, and equity because of the demographics of the population in areas of the city protected by levees. The economic potential to grow and retain businesses and quality jobs—many of which are middle wage jobs, supporting equity and access for a wide-range of employees—in the Columbia Corridor relies on the continued function of the levee system. Completing this project will leverage other regional economic development investments such as the Troutdale Reynolds Industrial Park. There is documented need to modernize the region's critical flood risk reduction infrastructure. Levee Ready Columbia has developed increased public awareness and received widespread public support through the project's outreach efforts. Additionally, the collaborative model under which Levee Ready Columbia has successfully completed work to date is potentially applicable to other jurisdictions statewide who must address complex problems affecting multiple entities.

Proposal / Solution *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

The State of Oregon through Regional Solutions was a founding partner of Levee Ready Columbia in 2014. Continued funding will support a body of work that was committed to by all partners and will bring the project through the planning phase to construction. This work is needed to meet federal re-certification and accreditation requirements. Funding will also support the project's goal of designing and agreeing to a long-term governance model for managing and funding the flood risk reduction system.

Much of the geotechnical investigation has been completed with funding acquired through the many jurisdictional partners of Levee Ready Columbia.

- Generating information for the risk-informed decision making process, including:
 - Identifying and reviewing potential failure modes
 - Performing probabilistic flood hazard analyses
 - Evaluation of riprap and scour analysis
 - Performing probabilistic seismic hazard analyses
 - Performing levee breach flood analyses
 - Estimating life safety consequences
- Feasibility analysis
 - Developing conceptual options for mitigation of deficiencies
 - Evaluating options to mitigate deficiencies through risk assessment framework
 - Preparing conceptual cost estimates for options
- Project management services
 - Developing project management plans, budgets, and timelines and ensuring on-time implementation;
 - Soliciting contractors and overseeing contract work, including contracted engineers, studies, and field explorations;
 - Coordinating stakeholder participation with partner agencies, community organizations, and property owners directly impacted by the work; and
 - Facilitating decision-making at key project milestones

For the rest of the 2017-2019 biennium, Regional Solutions dollars will leverage the funding contributions of the other partners as they work through the data generated to identify and prioritize risk-based alternatives for upgrading and maintaining the levee system. Project partners will also develop and commit to a long-term governance structure and strategy to pursue capital investments and sustain ongoing operations and maintenance of the levee and floodplain management system.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report: Report June 2018



Levee Ready Columbia
Regional Solutions
Request for Information

Letters of Support

1. City of Gresham
2. City of Fairview
3. City of Troutdale
4. City of Portland
5. Columbia Corridor Association
6. Levee Ready Columbia
7. Multnomah County
8. Metro
9. Multnomah County Drainage District #1

October 26, 2017

Regional Solutions Advisory Committee
Metro Region
Portland State University
Market Center Building
1600 SW Fourth Ave, Suite 109
Portland, OR 97201

Metro Regional Solutions Advisory Committee,

I am writing to request your support for Levee Ready Columbia to be selected as a project to receive funding from Regional Solutions. Though only a small portion of the City of Gresham is within the floodplain served by the Columbia Corridor levee system, many people and businesses in our community depend on it.

The City of Gresham is a community of over 100,000 residents immediately east of the City of Portland. The area behind the levee system is critical to the economic future of our community. The leveed area makes possible an industrial zone that provides 10% of all jobs in Multnomah County, many of them in manufacturing, shipping, aviation, and public safety. These jobs are unique because they are middle-income, living wage jobs that can be attained by people who do not have four-year college educations. The area behind the levee is also home to 17% of our region's future industrial land supply, which will bring more of these critical jobs to an area that is just a short commute from our community.

Beyond jobs, the flood protection system makes possible a wide range of other community assets such as the Portland International Airport, which served over 18 million passengers last year and supports over 17,700 jobs. The leveed area is also home to a U.S. Air National Guard Base, several local law enforcement facilities, and numerous other public assets like parks, open spaces, recreation areas, shopping centers, as well as a source of clean drinking water that serves nearly 1 in 4 Oregonians.

Based on the continued flood risk reduction needs to ensure the resiliency of the local and regional economy, the City of Gresham has been participating in the Levee Ready Columbia partnership, both politically and financially, since 2015. We believe that this project has local, regional, and state significance and encourage the state to continue being a funding partner. As such, I encourage you to select Levee Ready Columbia as a project to receive Regional Solutions funding.

Thank you for your consideration of my views in this matter.

Sincerely,


Erik Kvarsten
Gresham City Manager



October 31, 2017

Regional Solutions Advisory Committee
Metro Region
Portland State University
Market Center Building
1600 SW Fourth Ave, Suite 109
Portland, OR 97201

October 31, 2017

Metro Regional Solutions Advisory Committee,

I am writing to request your support for Levee Ready Columbia and its selection as a project to receive funding from Regional Solutions.

Fairview is a community of 9,000 people on the Columbia River near Portland. The Portland metropolitan levee system protects about half of our city and contributes to the quality of life of the entire city. Because of the levee system, residents of our community can buy or rent affordable homes in close proximity to well-paid jobs, large public parks, shopping centers, and other amenities.

The levee system protects a vital hub of economic activity and future economic growth for the Portland metropolitan area. The leveed area supports nearly 48,000 jobs, many of which are middle-wage jobs in manufacturing, warehousing, aviation, and public safety. This area is essential to the economy of the Portland metro area. This area also sustains economic activity for a much broader area of the Northwest and the State since the transportation and shipping facilities behind the levees promote trade, tourism, and exports of American products.

The Oregon Department of Geology and Mineral Industries, with support from FEMA, has analyzed the likely effects of a levee failure and concluded that an uncontrolled 100-year flood would displace thousands from their homes and jobs. A year later, over 32,600 people would still be unable to return to their jobs. Many of those people would be Fairview residents.

By supporting Levee Ready Columbia, the State can build on a strong foundation of cooperation between local, regional, and state agencies and jurisdictions. Since 2014, over 20 local governments, business alliances, and community organizations have been working together to

make sure that this levee system continues to keep our citizens safe and meet federal standards for decades to come. This partnership, Levee Ready Columbia, is a model of effective public and private collaboration that other communities in the Northwest are seeking to emulate. The City of Fairview has been a participating, both financially and politically and we encourage the State allocate funding to this project to leverage funds across multiple parties.

I urge you to select Levee Ready Columbia as a project to receive Regional Solutions funding. Due to the economic activity, public infrastructure, and commerce in the leveed area, the statewide importance of this project is indisputable. This project offers an opportunity to continue and deepen a constructive partnership between the state, local governments, private sector, and community organizations.

Sincerely,

A handwritten signature in blue ink that reads "Nolan K. Young". The signature is written in a cursive style.

Nolan Young
City Administrator
City of Fairview



CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

Mayor

Casey Ryan

City Council

David Ripma

Randy Lauer

Larry Morgan

Glenn White

Rich Allen

Zach Hudson

City Manager

Ray Young

Regional Solutions Advisory Committee

Metro Region

Portland State University

Market Center Building

1600 SW Fourth Ave, Suite 109

Portland, OR 97201

October 24, 2017

Metro Regional Solutions Advisory Committee,

I am writing on behalf of the City of Troutdale to express my strong support for the selection of Levee Ready Columbia as a project to receive funding from Regional Solutions. Much of City of Troutdale's industrial area is within this levee system, and thus, it is a high priority for the City.

The City of Troutdale is a community of over 17,000 residents lying approximately 14 miles east of downtown Portland. Currently, the City's most exciting opportunities for growth and job creation lie in the industrial lands in the northern portion of the City which are within the levee system. This area is known as the Troutdale Reynolds Industrial Park (TRIP). TRIP is one of the largest parcels of zoned industrial property in an increasingly constrained Portland metropolitan area. The City of Troutdale is a federally designated economically distressed area, and thus, these jobs will be critical not only to local economic development efforts, but to the overall livability of the surrounding communities. TRIP is currently expected to yield an estimated 6,700 jobs, \$380 million in personal income and \$39 million in state and local taxes. For the City of Troutdale, it is critical that these developments continue to receive flood risk reduction benefits into the future.

The leveed area is not only critical for the city economy but also the regional and State economy. The area within the levee system is a critical industrial zone, with middle-income jobs in manufacturing, shipping, aviation, and public safety. This area includes Portland International Airport, which served over 18 million passengers last year and supports over 17,700 jobs. It also includes a U.S. Air National Guard Base, several local law enforcement facilities, and numerous other public assets. The leveed area accounts for over 10 percent of the jobs in Multnomah County, which encompasses Troutdale.

Based on the continued flood risk reduction needs to ensure the resiliency of the local, regional, and state economies, I am confident that Levee Ready Columbia is a program that is worth the investment. Additionally, Troutdale has been participating in the Levee Ready Columbia partnership, both politically and financially, since 2015.

We encourage that the State continue partnering in Levee Ready Columbia and provide Regional Solutions funding to continue modernizing our levee system.

Sincerely,

A handwritten signature in black ink that reads "Casey E. Ryan". The signature is written in a cursive style with a prominent "C" and "R".

Casey Ryan
Mayor of Troutdale



Office of Mayor Ted Wheeler
City of Portland

October 25, 2017

Regional Solutions Advisory Committee
Metro Region
Portland State University
Market Center Building
1600 SW Fourth Ave, Suite 109
Portland, OR 97201

Dear Metro Regional Solutions Advisory Committee,

I am writing to request your support for Levee Ready Columbia; a critical effort to bolster the flood protection capacity and infrastructure along the Columbia River. This project is founded on strong partnerships and enjoys broad support from local, state and federal partners who recognize the public safety and physical assets at stake including the businesses which supports over 10 percent of the jobs in Multnomah County.

The Columbia Corridor levee system protects critical infrastructure including the second largest source of drinking water in Oregon, two interstates, two rail lines and two airports including the Portland International Airport, which served over 18 million passengers last year and supports over 17,700 jobs. The protected industrial zone fuels economic activity as a base for middle-income jobs in manufacturing, shipping, aviation, and public safety. This area also includes a broad mix of community and natural assets from endangered species habitat to recreation and open space to housing to entertainment complexes like the Expo Center and Portland Meadows.

When there is so much at risk, it is difficult to truly calculate the value of investing now in a resilient, well managed system. The Oregon Department of Geology and Mineral Industries, using analytical methods developed by FEMA, estimates that an uncontrolled 100-year flood in the leveed area would displace 5,500 people from their homes and 42,900 from their jobs.

Reconstruction and recovery would take years: after one year, fewer than a quarter of these people would be able to return to their jobs (leaving 32,700 people to seek work elsewhere). Such a flood would cause damages to buildings and contents of \$6.23 billion and wage losses of \$1.75 billion in the first year.

Given the role of the leveed area as a linchpin of our regional economy and the public safety risks, it is critical that we continue to invest in flood protection for our community. To that end, I wish to express the City of Portland's support for the state's continued partnership through Regional Solutions funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ted Wheeler', followed by a long horizontal line extending to the right.

Ted Wheeler
Mayor of Portland



October 26, 2017

Regional Solutions Advisory Committee
Metro Region
Portland State University
Market Center Building
1600 SW Fourth Ave, Suite 109
Portland, OR 97201

Metro Regional Solutions Advisory Committee,

On behalf of the Columbia Corridor Association, I am writing to ask you to support the selection of Levee Ready Columbia as a project that receives Regional Solutions Funding.

The Columbia Corridor Association has a strong interest in supporting Levee Ready Columbia as the levee system makes possible one of the most dynamic export and trade sectors on the West Coast of the United States. The 27-miles of levees, located along the Columbia River, were built by the U.S. Army Corps of Engineers and reduce flood risk to an area that is home to the Port of Portland, the Portland International Airport, two intercontinental railroads and three interstate highways. This transportation hub contributes to a thriving traded sector economy in the leveed area that generates \$16 billion in annual economic activity, over \$7.3 billion in property value, and 10% of the jobs in the county.

The Columbia Corridor, of which a large amount is located within the levee system, has 2,500 businesses generating 65,000 jobs in a diverse array of industries including manufacturing, transportation, commercial retail, and human and public services. In addition to being one of the most important economic and employment centers in the state, the Columbia Corridor plays a critical role in our region's future land use and environmental plans. The Portland Region's unique approach to land use planning requires that our community make strategic decisions to ensure that we balance demands for industrial lands with the need to protect open space and agriculture. Nearly 18% of our region's future industrial lands are in the Columbia Corridor and, more specifically, in the leveed area. The development of this area is partly driven by state land use goals to increase urban density and reduce sprawl.

While those statistics highlight the economic and social vitality of the leveed area, we can paint the story in brighter brush strokes when we look at the small—and large—businesses located behind the levees. Leatherman Tool Group is headquartered in the leveed area and its products are manufactured and shipped from behind the levees. Selling more than one million tools per year, Leatherman employs more than 500 employees who design, manufacture, and ship more than 12,000 tools every day. These tools are constructed of steel brought in from the eastern US, and are transported by air and land freight around the country and to more than 120 countries around the world. Today, Leatherman operates a 90,000 sq. ft. factory, its office headquarters as well as a retail outlet in the leveed area.

Leatherman, Miller Paint, Danner Boots, Portland Precision Manufacturing and thousands of other businesses that call the leveed area home are the backbone of the state's industrial sector. They provide more middle income jobs to communities of color than any other sector. They are primarily traded-sector businesses, bringing cash to our state. And they all rely on the performance of the levee system's flood risk reduction.



As such, it is important that Levee Ready Columbia continues as a partnership between local, regional, and state interests. As a member of Levee Ready Columbia, I can attest that the program is working pro-actively and collaboratively to modernize the existing levee system. Over \$6 million have been raised between partners to fund the initial investigations to understand the system's current level of flood risk reduction and identify where deficiencies are located. However, we need the State to remain as a funding partner as we work towards remediating these deficiencies and determining how we manage the system for increased resiliency into the future.

In order to ensure the continuation of the flood risk reduction services provided by the Columbia Corridor levee system, we urge your support of Levee Ready Columbia. This will allow the businesses, transportation corridors, and jobs to continue thriving in the greater Portland metropolitan area bringing economic benefits across the region and state. Thank you for your consideration.

Respectfully submitted,

A handwritten signature in black ink that reads 'Corky Collier'.

Corky Collier
Executive Director



October 24, 2017

Regional Solutions Advisory Committee
Metro Region
Portland State University
Market Center Building
1600 SW Fourth Ave, Suite 109
Portland, OR 97201

Metro Regional Solutions Advisory Committee,

On behalf of the Levee Ready Columbia partners, I am writing to request your support for selection of Levee Ready Columbia as a Regional Solutions project to receive funds from the Regional Infrastructure Fund.

Levee Ready Columbia is a partnership of over 25 public, private, and non-profit stakeholders who are strongly committed to maintaining levee accreditation and collaborating on flood risk reduction measures. Since 2013, Levee Ready Columbia has been planning and studying the leveed area with the goal of maintaining the levee systems within federal requirements.

The project, which focuses on modernization of the levee system in the Columbia Corridor, located in the Portland metro region. This project ensures the resiliency and reduced flood risk long-term of one of the most dynamic export and trade sectors in Oregon. The 27-miles of levees, built by the U.S. Army Corps of Engineers, serves an area that is home to the Port of Portland, the Portland International Airport, two intercontinental railroads and three interstate highways. The airport generates \$101.7 million in annual tax revenue to state and local governments. The tourism and visitor industry generates another \$314 million in state and local taxes. In total, this transportation hub contributes to a thriving traded sector economy in the leveed area that generates \$16 billion in annual economic activity, over \$7 billion in property value, and 10 percent of the jobs in Multnomah County.

In addition to the economic value, the area behind the levees is critical to quality of life and regional resiliency. The levees reduce risk of flooding for a drinking water system serving 966,600 people, neighborhoods with 7,500 residents, a U.S. Air National Guard Base, the Oregon Food Bank, the Oregon Humane Society, and several local law enforcement and social service facilities.

Levee Ready Columbia feels a sense of urgency to continue forward in its levee investigations and modernization to make sure the levee system is prepared for future high water events. Recent high water events on the Columbia River have brought increased awareness to the issue and has unified community support. Ongoing evaluations of the system have identified areas of increased risk to the system and the assets it serves. The downstream section of the system is currently the most vulnerable to failure. This funding would be used, along with funding from other project partners, to continue support for planning efforts that include feasibility analysis such as developing preliminary engineering solutions and costs and technical assistance including probabilistic statistical fragility curve modeling.

Levee Ready Columbia / 1880 NE Elrod Drive, Portland, Oregon 97211



It is time to modernize this levee system in light of current facts and regulatory expectations. The economic and social conditions of the area behind the levees have changed substantially since the 1950s. Federal standards for flood risk reduction have grown more demanding. The magnitude and frequency of major weather events in the U.S. continue to increase. The changes in land use this area has experienced, coupled with evolving knowledge about levee performance, have caused a substantial increase in the system's risk profile and potential consequences from a major flood event. This requires a continued partnership between local, regional, and the state to ensure the resiliency of the system.

For the reasons stated above and more, we enthusiastically urge your support of the selection of Levee Ready Columbia as a Regional Solutions project and receiving financial support through the Regional Infrastructure Fund. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Jules Bailey", is positioned above the typed name.

Jules Bailey
Convener of Levee Ready Columbia
Former Multnomah County Commissioner, District 1

On behalf of the Levee Ready Columbia Project Team:

East Columbia Neighborhood Association
Bridgeton Neighborhood Association
Columbia Corridor Association
Columbia Slough Watershed Council
Audubon Society
Peninsula Drainage District #1
Peninsula Drainage District #2
Multnomah County Drainage District #1
Sandy Drainage Improvement Company
Sauvie Island Drainage Improvement Company
City of Portland:
 Mayor's Office
 Bureau of Parks and Recreation
 Bureau of Transportation
 Bureau of Environmental Services
 Portland Water Bureau
City of Gresham
City of Fairview
City of Troutdale
Port of Portland



Multnomah County

Metro

Federal Emergency Management Agency

U.S. Army Corps of Engineers

State of Oregon:

Governor's Regional Solutions Team

Department of Environmental Quality

Department of Land Conservation and Development



Deborah Kafoury Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: (503) 988-3308
Email: mult.chair@multco.us

October 31, 2017

Regional Solutions Advisory Committee, Metro Region
Portland State University
Market Center Building
1600 SW Fourth Ave, Suite 109
Portland, OR 97201

Dear Members of the Metro Regional Solutions Advisory Committee,

Multnomah County strongly recommends the Levee Ready Columbia project for funding in your next allocation of the Regional Infrastructure Fund. Levee Ready Columbia (LRC) has built a partnership of local, regional, state, and federal organizations. LRC is proactively focused on maintaining and improving flood management infrastructure that is critical to the Portland metro region's economy. It is essential that the project continues to receive funding from all partners at this stage as investigations of the levee systems' safety and performance are completed and work begins to make levee improvements needed to meet federal standards.

Multnomah County has been an active partner in Levee Ready Columbia because we support the mission of ensuring resilient infrastructure for public safety and reducing risks to communities and key economic assets located behind the levees. There are 45 miles of levees in Multnomah County that reduce risk of flooding for over 7,400 residents and over 48,000 jobs. Besides protecting the Portland International Airport and our region's drinking water wells, the levees allow economic development in our fast-growing East County industrial zones and continued farming and agritourism on Sauvie Island.

The LRC coalition has had great success over the past three years in building a collaborative and transparent process for infrastructure management that is a model for multi-jurisdictional projects. The partners have contributed over \$5 million and all have staff actively engaged in the project. Furthermore, the partnership is currently deciding how a shared management and funding model can be institutionalized to ensure the long-term sustainability of the flood management system.

LRC's work is progressing on schedule and budget, particularly the crucial work to attain engineering certification of the systems and maintain accreditation in the National Flood Insurance Program. Continued funding is necessary to achieve these high standards.

I appreciate your leadership in advancing economic development and regional infrastructure and I hope that you will join Multnomah County in supporting Levee Ready Columbia.

Sincerely,

A handwritten signature in black ink that reads "Deborah Kafoury". The signature is written in a cursive, flowing style.

Deborah Kafoury
Multnomah County Chair



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

Metro Council President Tom Hughes

October 27, 2017

Regional Solutions Advisory Committee
Portland State University
Market Center Building
1600 SW Fourth Ave, Suite 109
Portland, OR 97201

Dear Metro Regional Solutions Advisory Committee:

On behalf of the Metro Council, I request your support for Levee Ready Columbia. Metro's responsibility is to chart a wise course for the future of our region while protecting the things we love about the Portland metropolitan area. Given our charge, this project is a high priority for the Metro Council as it helps us meet our mission to plan sensibly for the future of our region while safeguarding ourselves today.

Much of the Metro-designated "regionally significant industrial areas" are located behind the levees. The Metro Council sees that reducing the risk of flooding to these areas provides a pressure-relief valve for prime agricultural land located to the south and west of Portland. These industrial lands are linked to the continued vibrancy and success of our region. The 27 miles of levees built by the United States Army Corp of Engineers serves an area that is also home to the Port of Portland, Portland International Airport, two intercontinental railroads, and three interstate highways. This transportation hub contributes to a thriving traded sector economy in the leveed area that generates \$16 billion in annual economic activity and over \$7 billion in property value, much of this trade linked into international markets.

Beyond Metro's efforts to support the regional economy, Metro also owns and operates a number of vital assets located behind the levees. The Gleason Memorial Boat Ramp and Chinook Landing Marine Park provide public access to the Columbia River for anglers and others. Blue Lake Regional Park provides family-oriented recreational opportunities, fishing, and boating in East Multnomah County and the Metro Expo Center is Oregon's largest multi-purpose facility, boasting over 333,000 square feet of exhibition halls and driving an economic multiplier effect that supports tourism to our region. Metro's assets behind the levees contribute to the livability of the region.

For the reasons stated above and more, we enthusiastically urge the State's continued partnership and support through Regional Solutions. I urge you to ensure this project is selected to receive Regional Solutions funding.

Sincerely,

Metro Council President Tom Hughes
On behalf of the Metro Council



Multnomah County Drainage District #1 • Peninsula Drainage District #1 • Peninsula Drainage District #2 • Sandy Drainage Improvement Company
1880 NE Elrod Drive • Portland, Oregon 97211 • 503.281.5675 bus. • 503.281.0392 fax • www.mcdd.org

October 24, 2017

Regional Solutions Advisory Committee
Metro Region
Portland State University
Market Center Building
1600 SW Fourth Ave, Suite 109
Portland, OR 97201

Dear Metro Regional Solutions Advisory Committee,

On behalf of the Columbia Corridor Drainage Districts, I am writing to encourage the selection of the Levee Ready Columbia as a project to receive Regional Solutions funding. This funding will allow the Columbia Corridor Drainage Districts to continue working towards modernizing and improving our aging levee systems to meet our urban flood risk reduction needs and comply with evolving federal regulations.

While our levee systems were constructed primarily to reduce flood risk for agricultural and open space uses in the 1930s through 1950s, over time our communities have grown within our urban growth boundaries and our levee-protected areas have seen commercial, residential, and industrial development as well as the placement of vital public infrastructure and public works. Much of this development has occurred in response to Oregon's planning goals and land-use laws.

Our project, Levee Ready Columbia, has brought local, regional, and state interests together over the past few years to cultivate and grow a partnership between agencies that focuses on pro-active action to ensure our levee system continues to reduce flood risk to the Portland metropolitan region. The partners have brought over \$5 million to the partnership, which has primarily funded extensive geotechnical explorations to establish an understanding of how the levees currently reduce flood risk. This funding would be used, along with funds from other project partners, to continue supporting for planning efforts that include feasibility analysis such as developing preliminary engineering solutions and costs and technical assistance including probabilistic statistical fragility curve modeling.

The Levee Ready Columbia partnership has also worked to request federal funding for the project and is working with both the US Army Corps of Engineers (USACE) and the Oregon delegation to ensure the project remains competitive in a dynamic federal scene. However, as we've seen in programs across the nation, federal funding continues to be challenging to access. Instead, states, regions, and local jurisdictions are needing to partner to meet community needs.

Local resources alone are inadequate to fully investigate and determine the current state of levee systems, much less finance their rehabilitation and maintenance to meet evolving federal standards. Ensuring

resilient levee infrastructure in Oregon will require a dependable, long-term relationship between local communities, state, and federal partners to finance a program of capital investments.

As such, Levee Ready Columbia needs the State's continued partnership. The risk of flooding on the Lower Columbia River is real and the stakes are high. An uncontrolled 100-year flood in the leveed area would displace 7,500 people from their homes and 48,000 jobs. The costs of damages would be in the billions: \$6.2 billion in building damages and \$1.75 billion of wages lost in the first year. Recovery and reconstruction would take years.

Without state support to improve levee infrastructure, our community faces several threats to our prosperity and quality of life. First and foremost, failure to properly invest in flood risk reduction threatens the lives of more than 7,500 residents. Additionally, failing to meet federal standards would expose our residents and local business owners to the prospect of onerous flood insurance premiums and strict regulation of development in the floodplain (due to re-mapping as flood hazard areas) and the loss of assistance from the USACE during and after high water events.

As you begin reviewing your selection of projects, please keep in mind the value of flood risk reduction infrastructure. Investing in this infrastructure is economically smart: it strengthens our state's economy in the present and prevents disastrous flood damage in the future. We urge your strong support in selecting Levee Ready Columbia as a project to receive Regional Solutions funding. We ask this on behalf of our residents, businesses, and the larger regional community.

We appreciate your leadership on infrastructure and resilience issues and we look forward to continuing to partner with you to protect Oregonians from natural hazards.

Sincerely,

A handwritten signature in black ink, appearing to read 'Reed Wagner', with a long horizontal flourish extending to the right.

Reed Wagner
Executive Director

Multnomah County Drainage District #1
Peninsula Drainage District #1
Peninsula Drainage District #2
Sandy Drainage Improvement Company
1880 NE Elrod Drive
Portland, OR 97211

KARNOWSKI Mari * BIZ

From: Sara Morrissey <smorrissey@mcdd.org>
Sent: Tuesday, October 31, 2017 4:31 PM
To: Regional InfrastructureFund * BIZ
Subject: Regional Solutions - RFI - Levee Ready Columbia
Attachments: RFI_Regional Solutions_LeveeReadyColumbia_10312017_Final.pdf

Good Afternoon,

Please find the completed Regional Solutions Request for Information application for Levee Ready Columbia attached. I have included the Letters of Support at the end of the application.

Please contact me if you have any questions about the application.

Best,

Sara Morrissey
Levee Ready Columbia
Program Manager
smorrissey@mcdd.org
work: 503.281.5675
cell: 503.440.4066
www.leveereadycolumbia.org

REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name Gresham Redevelopment Commission	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 1333 NW Eastman Parkway Gresham, OR 97030	Mailing Address same
Office Phone (503) 618-2416	Web URL www.greshamoregon.gov

SECTION 1 B: PROJECT CONTACT			
Name	Josh Fuhrer	Title	Executive Director
Phone	(503)618-2214	Email	josh.fuhrer@greshamoregon.gov
Phone (cell)	(503) 869-1810		

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Rockwood Rising Redevelopment Project
Project Region	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties) <input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties) <input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties) <input type="radio"/> South Coast (Coos, Curry, and Douglas Counties) <input type="radio"/> Southern (Jackson and Josephine Counties) <input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties) <input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties) <input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties) <input type="radio"/> South Central (Klamath and Lake Counties) <input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties) <input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location *(physical address including city and county)*

18535 S.E. Stark Street
Gresham, OR 97030 (Multnomah County)

Is there community support for this project? **Yes** **No**

Describe and attach letters of support. Community Engagement Report is available upon request.

Project Category

- Planning
- Design only
- Construction only
- Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	500,000	
Funds from potential applicant	6,500,000	
Other Funds: Developer Investment	49,000,000	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, provide term:
Other Funds: Oregon State Lottery Bond Grant for Innovation Center (Building A)	2,000,000	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$ 58,000,000	

Cost Estimate Date: 10/31/2017	Prepared by: Robyn Stowers
Estimated Project Start Date: Winter 2017/18	Completion Date: Summer 2019

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

See Attachement A

Proposal / Solution Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.

See Attachment A

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report: April 2017

SECTION 1 E – Project Description

OPPORTUNITY/PROBLEM

Rockwood Rising is a Gresham Redevelopment Commission urban renewal project that will transform a five-acre vacant lot into a thriving town center for the community. The development will include four buildings surrounding a public plaza that will focus on workforce development, job training, healthcare, education, healthy food, small business development, and housing. The mission is to create an economic engine that will revitalize the neighborhood without displacing residents, provide resources to empower people to break the generational cycle of poverty, and to build family and community prosperity.

The project site is located in the heart of the Rockwood neighborhood, in one of the lowest income zip codes in the Portland metro area. Rockwood has the highest concentration of immigrants of any town center in the Portland metro area; its residents are young, diverse, and live in one of the most under-resourced areas in Oregon.

- ❑ **Unemployment** – 1.32 times the national unemployment rate
- ❑ **Limited opportunity** – Reynolds High School is the only school district in the region with dropout rates higher than the statewide average. Percentage of residents with a college degree or higher is 50% below the state average.
- ❑ **Economic disadvantage** – Median household earnings are 23% lower than other areas in the Portland metro area.
- ❑ **Displacement** – The growing housing affordability crisis leads to renewed pressure on market rates in an area where already 34% spend 50% or more on their income rent.
 - 26,000 population living within one mile of development site.
 - 70+ languages spoken in the home.
 - 6th highest density of people of color in the Portland metro region.
 - 50% of residents are non-white.
 - Median age is 27 years.
 - 42% of households have a child under 18.
 - 70% of children start kindergarten with little or no English skills.
 - 100% elementary and middle school students are eligible for free or reduced lunch.
 - 42% of Reynolds High School students fail to graduate on time.
 - 35% of households live in poverty.
 - 38% of households receive SNAP/food stamps.
 - 1 in 4 students in local elementary schools experience homelessness.
 - 35% of households have at least one person with a disability.
 - 97233 in Rockwood is unhealthiest zip code in Oregon per the Truven Index.

PROPOSAL/SOLUTION

Rockwood Rising is a \$58,000,000 project with two-phases: Phase I – planning, placemaking workshops, design and programming (2014-17), and Phase II - construction and development (2017-19). The Gresham Redevelopment Commission requests \$500,000 to support the redevelopment of Building D (Makers Space) which will house the construction and manufacturing apprentice programs. These programs will train hundreds of local residents each year in high demand trades that will result in higher incomes for local families.

ATTACHMENT A Gresham Redevelopment Commission

The project vision is based on three-years of extensive community engagement and outreach. Thousands of local stakeholders participated in the planning process and identified access to healthy, affordable food and economic opportunities as priorities for Rockwood Rising. Project partners include local residents, Worksource Oregon, Mt. Hood Community College, MetroEast Community Media, Portland Opportunities Industrialization Center, Micro Enterprise Services of Oregon (MESO), Center for Advanced Learning, and RkM Development. Other supporters include schools, churches, Multnomah County, Rockwood CDC, Metro, and Port of Portland.

Project elements include:

Building A is a four-story **Innovation Hub** building that includes nearly 60,000 square feet of office space located above ground-floor commercial space. Office spaces would provide residents with opportunities to take classes in digital literacy and coding from MetroEast Community Media, get assistance in finding and applying for jobs from Worksource Oregon, or receive training to start their own small business from Mt. Hood Community College's Small Business Development Center (SBDC) and Micro Enterprise Services of Oregon (MESO).

Building B is a five-story, mixed use **Retail and Residential** development with street-level retail beneath 108 dwelling units with a mix of studio, one, and two bedroom workforce housing units. The retail/commercial portion of the building will have a community bank branch to reduce reliance on payday lenders; a primary and urgent care clinic with reduced cost care and culturally specific community health workers on site; and Mt. Hood Community College medical assistant training program.

Building C is a two-level **Market Hall** that will provide residents access to affordable, healthy foods and offer local food businesses affordable commercial space, access to a commissary kitchen, and support services. The market will include several culturally specific butchers, bakers, and grocers and as many as 20 small-scale food makers and restaurants, including incubator spaces for emerging microentrepreneurs. Two commercial kitchens will be located in the basement.

Building D is an existing 84,000 square foot structure which will house the **Makers Space** that will provide residents access to machinery, tools, workshops and trainings. Programming will include apprenticeships in carpentry, electrical, iron work, plumbing, and manufacturing trades.

The **Plaza** will be a community gathering place and where residents will enjoy free community events, live entertainment, a weekly farmers market, and access to free wi-fi. Three children's play areas are included along with a splash pad water feature, and flexible seating. Micro parks with additional landscaping, public art, and seating are planned for the north and southwest corners of the site.

The project aligns with the following metro priorities:

Economic Development: According to an Economic Impact Analysis performed by ECONorthwest, Rockwood Rising is projected to create approximately 400 new jobs. Small business development is the focus of the Market Hall, the SBDC, the Maker Space, and MESO. Integrated small business development and incubators programs provide support and resources to new and expanding entrepreneurs.

ATTACHMENT A

Gresham Redevelopment Commission

Equity: Rockwood Rising is a model for ethical and inclusive economic development. The project aims to ensure all Rockwood residents have access to opportunities to reach their full potential and thrive.

Clean Energy and Climate Resiliency: As a baseline, the developer will be using the industry standard for green building practices including significant natural light, energy trust compliant appliances and energy efficient windows among other features. The project will also utilize solar panels on the roof.

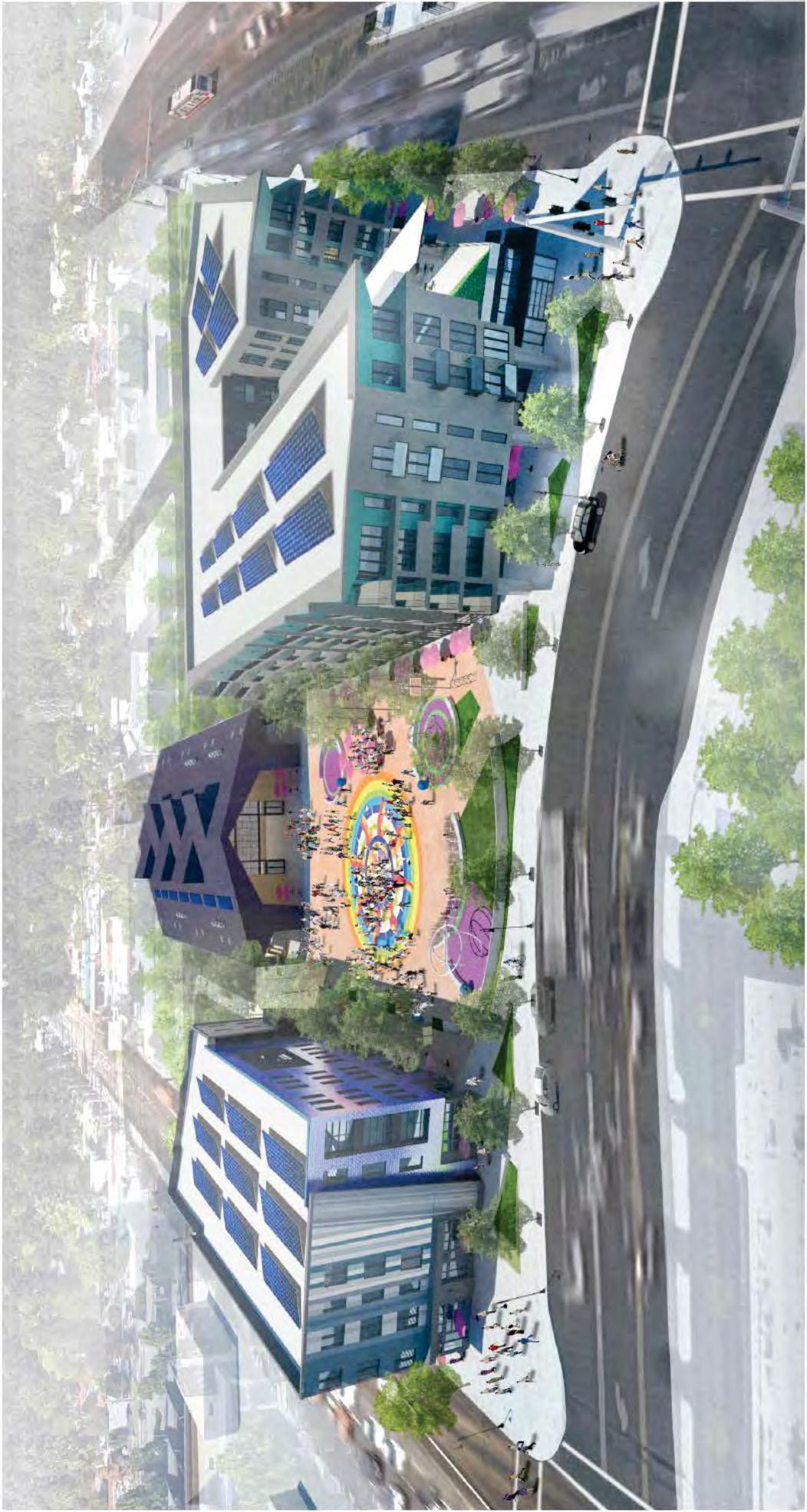
Workforce Development: Rockwood Rising is partnering with a variety of community partners to provide much needed job training to employ local residents in Oregon's emerging culinary, medical, digital, construction, and manufacturing markets.

Housing: Rockwood Rising will include 108 workforce housing units. Twenty percent of the units will be reserved for families earning less than 80 percent of the area's median family income.

By leveraging partnerships and aligning interests, Rockwood Rising aims to benefit:

- **Individuals:** by delivering resources focused on gaining the skills they need to acquire living wage jobs in the manufacturing, healthcare, and tech sectors;
- **Employers:** by providing a skilled workforce ready to meet the current and future hiring needs of industrial manufacturers, healthcare providers, and high-tech companies;
- **Entrepreneurs:** by delivering assistance to prospective entrepreneurs to incubate new local food, manufacturing & tech-centric businesses; and
- **The community:** by creating opportunities to build prosperity, improve health outcomes, support local business, and create an economically sustainable community.

MASTER PLAN 'PHASE 1' LOOKING WEST



YBA architects
PLACE ROBERT H. FOSTER CONSULTANTS
EMILIO *Osorio*

DOWNTOWN ROCKWOOD | design review submission | December 19, 2016 **A1**

PROPOSED 'PHASE 1' MASTER PLAN

NOTES

- 01 Proposed surface parking areas; 174 spaces. In addition, parallel parking will be maintained on SE 185th, SE Burnside and SE 187th within the ROW.
- 02 Sculptural children's play structure, gardens and public seating areas.
- 03 Public plaza with community painting similar in spirit to Plaza del Sol.
- 04 Linear/pocket garden area & public seating elements.
- 05 'Woonerf': a shared surface pedestrian and vehicular lane; intended to be closed during certain days of the week and during festivals.
- 06 With City approval, SE 187th could have the capability to be closed to through traffic for street fairs and/or festivals at certain times of the year.
- 07 Continuous "boardwalk" porch around market hall



BUILDING C VIEW OF THE MARKET HALL



KARNOWSKI Mari * BIZ

From: Fuhrer, Josh <Josh.Fuhrer@greshamoregon.gov>
Sent: Tuesday, October 31, 2017 4:38 PM
To: Regional InfrastructureFund * BIZ
Cc: Stowers, Robyn; Glancy, Lise
Subject: RIF Grant Application - Rockwood Rising
Attachments: Request for Information Form Regional Solutions 2017.pdf; Attachment A.docx; Birdseye view.PNG; Market Hall.PNG; Master Plan.PNG

Dear Business Oregon,

Please find attached the Gresham Redevelopment Commission's application for a Regional Infrastructure Fund grant for Rockwood Rising, a redevelopment project in the heart of the Rockwood neighborhood in Gresham. Please feel free to reach out to me directly with any questions.

Many thanks for your consideration,
-Josh

Josh Fuhrer
Executive Director
Gresham Redevelopment Commission
1333 NW Eastman Pkwy
Gresham, Oregon 97030
503.618.2214
josh.fuhrer@greshamoregon.gov

REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name <div style="text-align: center;">City of Hillsboro</div>	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 150 E. Main Street Hillsboro, OR 97123	Mailing Address 150 E. Main Street Hillsboro, OR 97123
Office Phone 503-681-6113	Web URL https://www.hillsboro-oregon.gov/

SECTION 1 B: PROJECT CONTACT			
Name	Dan Dias	Title	Senior Development Manager
Phone	503-681-5275	Email	dan.dias@hillsboro-oregon.gov
Phone (cell)	503-899-3548		

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Hillsboro Technology Park Industrial Sanitary Sewer Line
Project Region	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties) <input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties) <input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties) <input type="radio"/> South Coast (Coos, Curry, and Douglas Counties) <input type="radio"/> Southern (Jackson and Josephine Counties) <input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties) <input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties) <input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties) <input type="radio"/> South Central (Klamath and Lake Counties) <input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties) <input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location (*physical address including city and county*)

5840 NE SEWELL AVE
HILLSBORO, OR 97124
North Hillsboro, Washington County

Is there community support for this project? **Yes** **No**

Describe and attach letters of support.

Project Category

- Planning
- Design only
- Construction only
- Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	300,000	
Funds from potential applicant	1,500,000	
Other Funds: Clean Water Services	3,000,000	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, provide term:
Other Funds:		<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$ 4,800,000	

Cost Estimate Date: June 2017	Prepared by MacKenzie
Estimated Project Start Date: January 2018	Completion Date: September 2020

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

The problem and opportunity is to deliver a sanitary sewer system that is critical to serve the Hillsboro Technology Park, which includes 700-acres of vacant land that is designated for industrial development within the Urban Growth Boundary. The specific request is to seek Regional Infrastructure Fund assistance to deliver a critical sanitary sewer line that will run through the middle of the Park and connect to a Clean Water Services sanitary sewer pump station. This opportunity and some background context are provided below.

The economic center of Hillsboro is the Hillsboro Industrial District, offering opportunities for innovative global companies to join an already impressive collection of businesses that are shaping the future of Hillsboro, the Portland metropolitan region and the State of Oregon. The District is an approximately 8,000 acre world-class industrial development area, which has advanced over the past 20 years to include business parks, single user corporate campuses, and vacant sites for future development. Companies in the area include Intel, Oregon's largest private employer, Genentech, Tokyo Electron, Applied Materials, Epson, ASML, SolarWorld and many other technology and advanced manufacturing firms. Employment in the District exceeds 40,000.

The Hillsboro Technology Park (HTP), an approximate 700 acres within the Industrial District, is the next area for industrial development. The City of Hillsboro has completed substantial infrastructure and development planning to determine costs and priorities associated with achieving the long-term vision for the HTP. The City has been partnering with essential infrastructure providers, regulatory agencies and private development interests to refine implementation strategies. The City has designated an 1100 acre industrial renewal plan that include all of the HTP as a public financing strategy to assist private investment. The City's development goal is to minimize the infrastructure concerns and uncertainty of future development by taking the necessary steps to support industrial needs in the HTP while ensuring a commitment to the natural environment and critical community needs for recreation and access to nature. The City is also moving forward on strategic investments in infrastructure and natural resources mitigation and enhancement that will greatly reduce development and startup time for companies as well as provide greater public benefits. These projects have been identified, designed and preliminary costing completed as part of the North Hillsboro Industrial Renewal Area Development Strategy completed in June 2017. Projects already underway include, the delivery of NE 41st Avenue, a critical north/south road; right-of-way associated with NE Huffman Street, an east/west arterial; and installation of an 18 inch waterline that will serve the eastern half of the HTP.

The majority of the Hillsboro Technology Park currently lacks sanitary sewer service. Initial sanitary sewer capacity in the HTP is planned for approximately 4 million gallons a day (MGD). Ultimate capacity is expected to be between 10-12 MGD. The area requires the installation of a sanitary sewer pump station. Clean Water Services and the City of Hillsboro have committed funds to the delivery of a site and construction of the facility (estimated 2019). Gravity and force-main sewer lines will be in the street rights-of-way and, in the case of the northern portion of the HTP (the Meek Subarea), it is anticipated that a gravity line will run along the northern side of Waible Creek. It is this critical gravity line that will run along Waible Creek that will be main spine of the sanitary sewer system and serve the northern 2/3rds of the HTP.

A significant portion of the Meek Subarea is designated by land use regulations for large lot, single user companies. 200 of the approximately 300 acres in this subarea are targeted for global manufacturing companies. The City is working collaboratively with Business Oregon, Greater Portland Inc., Portland General Electric and other partners on outreach and recruitment efforts targeted firms for investment in this portion of the HTP. The gravity sewer line is critical to service these large development sites.

Proposal / Solution Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.

The City and Clean Water Services (CWS) will acquire the needed land and construct the necessary sanitary pump station near Waible Creek and NE 30th Avenue/NE Sewell Drive to serve development in the HTP. The City seeks Regional Infrastructure Fund assistance in delivering the gravity sewer line in Waible Creek that will connect approximately nine industrial sites to the pump station, including much of the Meek Sub-area where the greater than 50 acre sites are located. The length of this line will be approximately 1100 lineal feet. The advance delivery of this line will allow more competitive marketing of the sites as we compete for global investment and will also advance the development of critical sites to target users, increasing the economic base of the State, Region and City as well as providing significant levels of employment. Installation of these lines to a broader area will also aide in the early operation of the pump station upon its delivery.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report: June 2017

City of Hillsboro Response to Request For Information Regarding Regional Infrastructure Fund

Opportunity/Problem

The problem and opportunity is to deliver a sanitary sewer system that is critical to serve the Hillsboro Technology Park, which includes 700-acres of vacant land that is designated for industrial development within the Urban Growth Boundary. The specific request is to seek Regional Infrastructure Fund assistance to deliver a critical sanitary sewer line that will run through the middle of the Park and connect to a Clean Water Services sanitary sewer pump station. This opportunity and some background context are provided below.

The economic center of Hillsboro is the Hillsboro Industrial District, offering opportunities for innovative global companies to join an already impressive collection of businesses that are shaping the future of Hillsboro, the Portland metropolitan region and the State of Oregon. The District is an approximately 8,000 acre world-class industrial development area, which has advanced over the past 20 years to include business parks, single user corporate campuses, and vacant sites for future development. Companies in the area include Intel, Oregon's largest private employer, Genentech, Tokyo Electron, Applied Materials, Epson, ASML, SolarWorld and many other technology and advanced manufacturing firms. Employment in the District exceeds 40,000.

The Hillsboro Technology Park (HTP), an approximate 700 acres within the Industrial District, is the next area for industrial development. The City of Hillsboro has completed substantial infrastructure and development planning to determine costs and priorities associated with achieving the long-term vision for the HTP. The City has been partnering with essential infrastructure providers, regulatory agencies and private development interests to refine implementation strategies. The City has designated an 1100 acre industrial renewal plan that include all of the HTP as a public financing strategy to assist private investment. The City's development goal is to minimize the infrastructure concerns and uncertainty of future development by taking the necessary steps to support industrial needs in the HTP while ensuring a commitment to the natural environment and critical community needs for recreation and access to nature. The City is also moving forward on strategic investments in infrastructure and natural resources mitigation and enhancement that will greatly reduce development and startup time for companies as well as provide greater public benefits. These projects have been identified, designed and preliminary costing completed as part of the North Hillsboro Industrial Renewal Area Development Strategy completed in June 2017. Projects already underway include, the delivery of NE 41st Avenue, a critical north/south road; right-of-way associated with NE Huffman Street, an east/west arterial; and installation of an 18 inch waterline that will serve the eastern half of the HTP.

The majority of the Hillsboro Technology Park currently lacks sanitary sewer service. Initial sanitary sewer capacity in the HTP is planned for approximately 4 million gallons a day (MGD). Ultimate capacity is expected to be between 10-12 MGD. The area requires the installation of a sanitary sewer pump station. Clean Water Services and the City of Hillsboro have committed funds to the delivery of a site and construction of the facility (estimated 2019). Gravity and force-main sewer lines will be in the street rights-of-way and, in the case of the northern portion of the HTP (the Meek Subarea), it is anticipated

that a gravity line will run along the northern side of Waible Creek. It is this critical gravity line that will run along Waible Creek that will be main spine of the sanitary sewer system and serve the northern 2/3rds of the HTP.

A significant portion of the Meek Subarea is designated by land use regulations for large lot, single user companies. 200 of the approximately 300 acres in this subarea are targeted for global manufacturing companies. The City is working collaboratively with Business Oregon, Greater Portland Inc., Portland General Electric and other partners on outreach and recruitment efforts targeted firms for investment in this portion of the HTP. The gravity sewer line is critical to service these large development sites.

Proposal/Solution

The City and Clean Water Services (CWS) will acquire the needed land and construct the necessary sanitary pump station near Waible Creek and NE 30th Avenue/NE Sewell Drive to serve development in the HTP. The City seeks Regional Infrastructure Fund assistance in delivering the gravity sewer line in Waible Creek that will connect approximately nine industrial sites to the pump station, including much of the Meek Sub-area where the greater than 50 acre sites are located. The length of this line will be approximately 1100 lineal feet. The advance delivery of this line will allow more competitive marketing of the sites as we compete for global investment and will also advance the development of critical sites to target users, increasing the economic base of the State, Region and City as well as providing significant levels of employment. Installation of these lines to a broader area will also aide in the early operation of the pump station upon its delivery.

October 30, 2017

Governor Kate Brown
Office of the Governor
900 Court Street NE, Suite 254
Salem, OR 97031-4047

Subject: **Business Oregon—Regional Infrastructure Fund Request
Hillsboro Technology Park Industrial Sanitary Sewer Line**

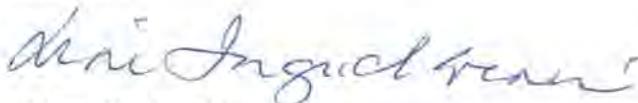
Dear Governor Brown,

The City of Hillsboro and Clean Water Services operate cooperatively to deliver needed infrastructure to areas of regional industrial significance within the City of Hillsboro. The two entities have provided such services to major employers and economic anchors such as Intel, SolarWorld, Jireh Semiconductor, Qorvo, Genentech and Ohka America Inc. The City and Clean Water Services are partnering again to deliver advanced infrastructure to recent industrial expansion areas to increase the number of available industrial sites and to provide for the timely availability of services necessary to meet the needs of technology companies interested in expanding their operation to and in Oregon.

Clean Water Services supports the City of Hillsboro's expression of interest in the Regional Infrastructure Fund associated with critical sanitary sewer infrastructure to be delivered in the Hillsboro Technology Park. Clean Water Services has already committed \$3.0 Million toward the construction of a Sanitary Sewer Pump Station to serve the area. Expansion of the sanitary conveyance system will enable the District to leverage full use of this investment.

We appreciate your consideration of this valuable infrastructure grant.

Sincerely,



Diane Taniguchi-Dennis
Deputy General Manager

THE HILLSBORO TECHNOLOGY PARK PLAN

June 2017



This plan has been prepared by WSP in association with Mackenzie, SWCA, and Wetland Solutions Northwest LLC, for the City of Hillsboro, Oregon.



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THE COMPETITIVE ADVANTAGE OF THE HILLSBORO INDUSTRIAL DISTRICT

The Hillsboro Industrial District is an approximately 1,100 acre world-class industrial development area. It is a highly desirable place to grow business and attract talented and creative people, with access to plentiful amenities and attractive natural features. Located adjacent to U.S. Highway 26 and proximate to high-technology industries in Oregon’s “Silicon Forest,” Hillsboro boasts a premium business location and attractive quality of life for the community, including an extensive natural park and trail system, authentic neighborhoods, highly acclaimed schools, and a wide variety of excellent dining and shopping choices.

The Hillsboro Industrial District offers opportunities for innovative global companies to join an already impressive collection of businesses that are shaping the future of the City of Hillsboro, and the broader Portland metropolitan region. This competitively-located area is planned for industrial high technology and advanced manufacturing companies and corporate campuses. The development area is organized around the Crescent Park Greenway trail that will run along Waible Creek—a regionally significant natural open space corridor with opportunities to connect to trails and recreational amenities.

The Hillsboro Industrial District has access to creative financing tools and incentives allowing the City of Hillsboro to partner with employers to determine the best development plan and the most appropriate project

Major Hillsboro Companies:
Intel, Genentech, Solar World, Tokyo Electron, Applied Materials, ASML, Salesforce, Nike, Hitachi, Oracle, Laika Studios, Nikon Precision, Synosys, Qorvo, Epson

phasing to ensure their success. The entire district is within the North Hillsboro Industrial Renewal Area (IRA). The City is planning for strategic investment and in infrastructure and natural resources mitigation and enhancement that will greatly reduce development and startup time, enabling multiple large-sized parcels over 50 acres in size, pre-development ready status. The City will partner with employers to aggregate development sites, streamline development processes and participate in requisite public improvements to meet business-driven needs and timelines.

Companies interested in pursuing opportunities in the Hillsboro Technology Park are encouraged to work directly with City of Hillsboro Economic Development staff to explore the possibilities for business growth.

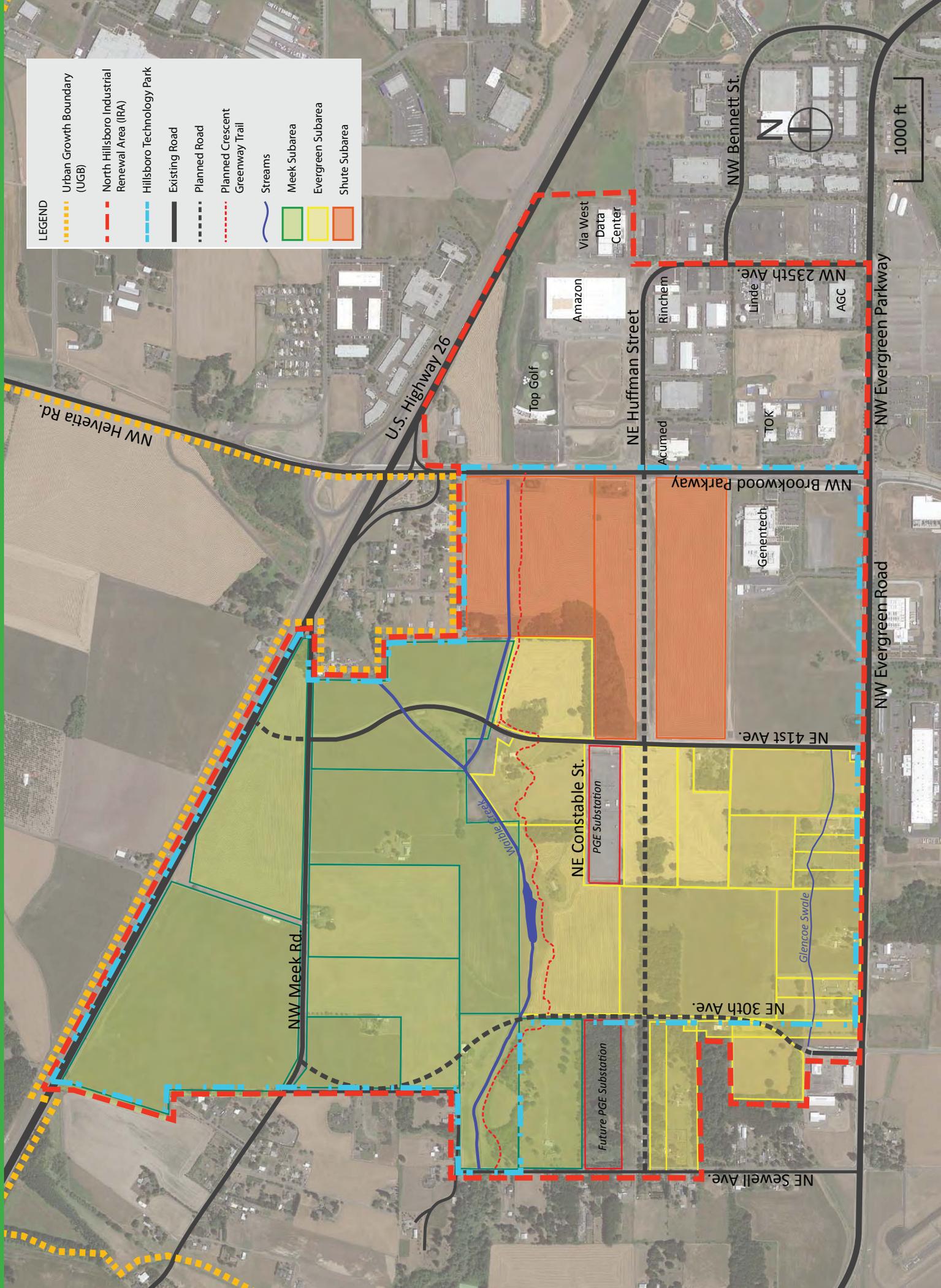


Intel's Ronler Acres Campus in Hillsboro (located within Oregon's "Silicon Forest"). Photo Credit: M.O. Stevens



Parcel of land, Evergreen Road, bordered by Brookwood Pkwy., U.S. 26, and Sewell Avenue. Photo Credit: Theresa Myers/staff, The Oregonian.

Figure 1: The Hillsboro Technology Park Area – Existing Conditions



LEGEND	
	Urban Growth Boundary (UGB)
	North Hillsboro Industrial Renewal Area (IRA)
	Hillsboro Technology Park
	Existing Road
	Planned Road
	Planned Crescent Greenway Trail
	Streams
	Meek Subarea
	Evergreen Subarea
	Shute Subarea

HILLSBORO TECHNOLOGY PARK

The next stage of development in the Hillsboro Industrial District is the Hillsboro Technology Park, which is roughly bounded by U.S. 26 on the north, NW Brookwood Parkway on the east, NW Evergreen Road on the south, and NE Sewell Avenue on the west. The Brookwood Parkway exit on U.S. 26 provides direct access to properties and connects the Technology Park to the rest of the Portland metropolitan area. Portions of the Hillsboro Technology Park are already developed, including recent projects directly adjacent to NW Brookwood Parkway, such as Genentech. Many entitled projects are in various phases of development on parcels south of Waible Creek. Multiple potential development sites, over 50 acres in size, are available north of Waible Creek, as shown in Figure 2.



Street improvements provide circulation.

Land in the Hillsboro Technology Park is generally level with some gentle slopes. The large, flat parcels are well-suited for multiple types of employment and industrial development, including manufacturing, industrial,

logistics, operations and office space. Waible Creek crosses the Hillsboro Technology Park, presenting an opportunity to serve as an attractive natural focus for future development in the area.



Waible Creek, view east.

HILLSBORO TECHNOLOGY PARK ILLUSTRATED MASTER PLAN

Figure 3 presents the City of Hillsboro’s vision for the North Hillsboro IRA as an illustrative master plan, which includes the Hillsboro Technology Park. The plan brings together various development components to create an attractive, accessible, productive and environmentally sensitive setting. The natural setting will be a major contributor in identifying that character.

The location encourages participating businesses to build on the local character in ways that not only support their company objectives, but also contribute to the City’s long term sustainable vision. Additional details about each component are provided below to describe the opportunities in the Technology Park.

Development Areas

Currently developable parcels remaining within the Hillsboro Technology Park are located south of U.S. 26, west of NW Brookwood Parkway, north of NW Evergreen Road, and east of NE Sewell Avenue (Figure 4). Parcels are apportioned between the Meek subarea, which is north of Waible Creek and west of NE 41st Avenue; the Evergreen subarea, which is south of Waible Creek and west of NE 41st Avenue; and the Shute subarea, which is between NW Brookwood Parkway and NE 41st Avenue (Figure 1). The Meek Subarea is targeted for corporate manufacturing or campus development that require larger sites. The Meek Subarea is approximately 330 gross acres in size and land use plans call for, at a minimum, one 100 acre user and two 50 acre users.

Strategic investments promote the recruitment, development, service, and retention of industrial high technology uses that generate and sustain well-paying jobs. Business efforts to implement environmentally sustainable site and building development practices are greatly encouraged.



TOK America.

Figure 3: The Hillsboro Technology Park Illustrated Master Plan

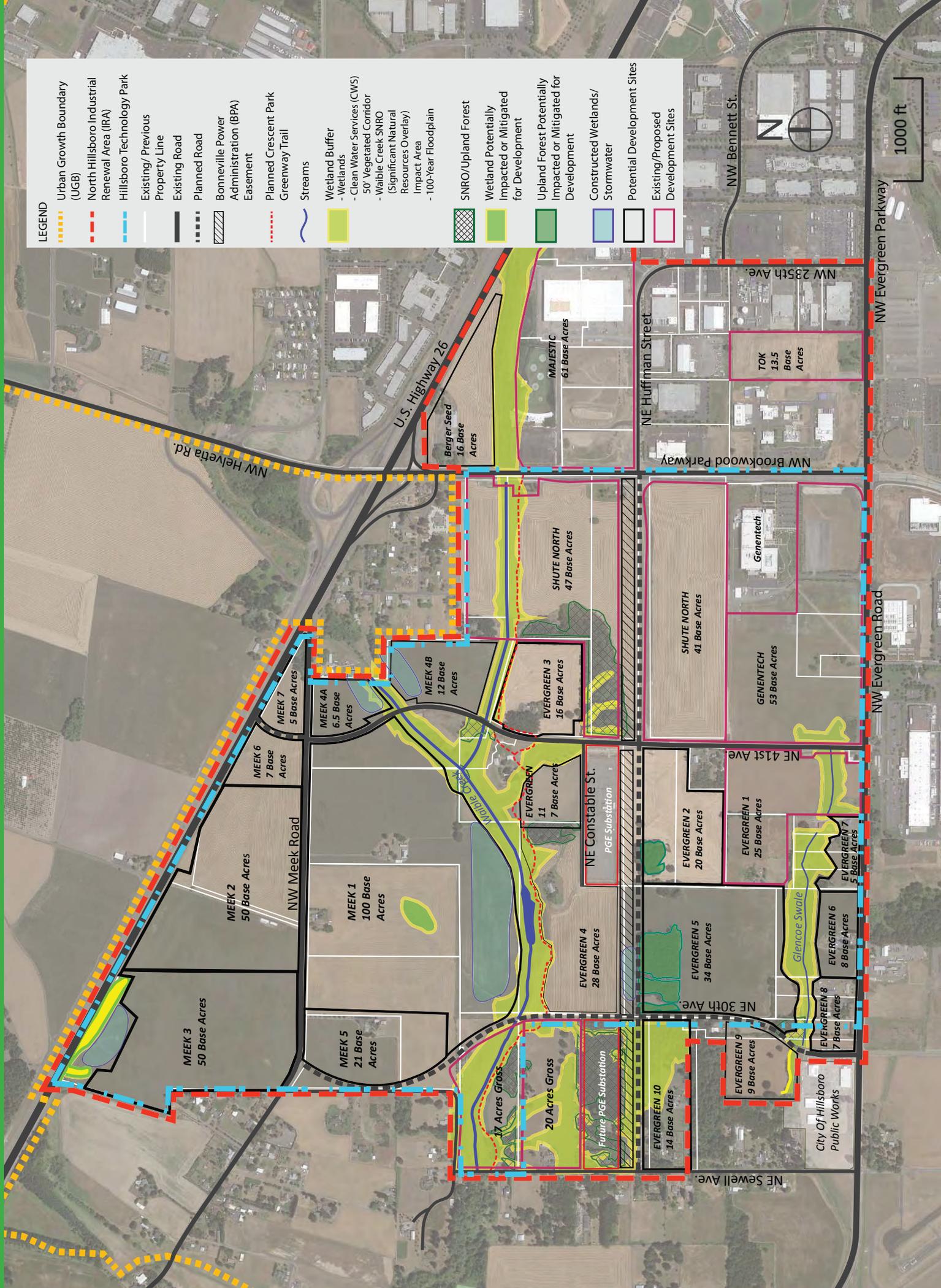


LEGEND

- Developable Land
- Waible Creek
- Vegetated Corridor
- Crescent Park Greenway Trail

1000 ft

Figure 4: Developable Sites Framework



LEGEND

- Urban Growth Boundary (UGB)
- North Hillsboro Industrial Renewal Area (IRA)
- Hillsboro Technology Park
- Existing/ Previous Property Line
- Existing Road
- Planned Road
- Bonnevillle Power Administration (BPA) Easement
- Planned Crescent Park Greenway Trail
- Streams
- Wetland Buffer
 - Wetlands
 - Clean Water Services (CWS)
 - 50' Vegetated Corridor
 - Waible Creek SNRO (Significant Natural Resources Overlay)
 - Impact Area
 - 100-Year Floodplain
- SNRO/Upland Forest
- Wetland Potentially Impacted or Mitigated for Development
- Upland Forest Potentially Impacted or Mitigated for Development
- Constructed Wetlands/ Stormwater
- Potential Development Sites
 - Existing/Proposed
 - Development Sites



1000 ft

Land Use

The Hillsboro Technology Park has been designated for high-technology industrial and manufacturing uses with the primary objective to generate well-paying employment and a long-term sustainable and stable business environment that can adapt as economic conditions demand. More specifically, land uses within the Technology Park are planned through Section 30 of the Hillsboro Comprehensive Plan, which is referred to as the North Hillsboro Industrial Area Community Plan, and implemented through the Industrial Sanctuary (I-S) Zone. Land uses in the Hillsboro Technology Park include a wide range of non-residential uses including: industrial, manufacturing, commercial and recreational. There is flexibility in how applicants plan and phase development.

Transportation Network and Access

A backbone roadway network will provide the main access for development in the Hillsboro Technology Park. Transportation access for freight deliveries, employees, and visitors is critical to success of businesses in the area. Planned streets within the Hillsboro Technology Park include the northward extension of NE 41st Avenue and NE 30th Avenue, as well as the westward extension of NE Huffman Street and NW Meek Road. The ultimate location of NW Meek Road will be determined by the size of the development parcel(s) in the Meek Subarea (Figure 5). In addition to vehicular access, roadways will include sidewalks for pedestrians, character enhancing landscaping, and cycle track facilities for cyclists.

Regional transportation services in the area include access to the TriMet MAX light rail and bus system and the easily accessible Hillsboro Airport with a number of business-friendly fixed-base operators and a U.S. Customs and Border Protection office.

Crescent Park Greenway

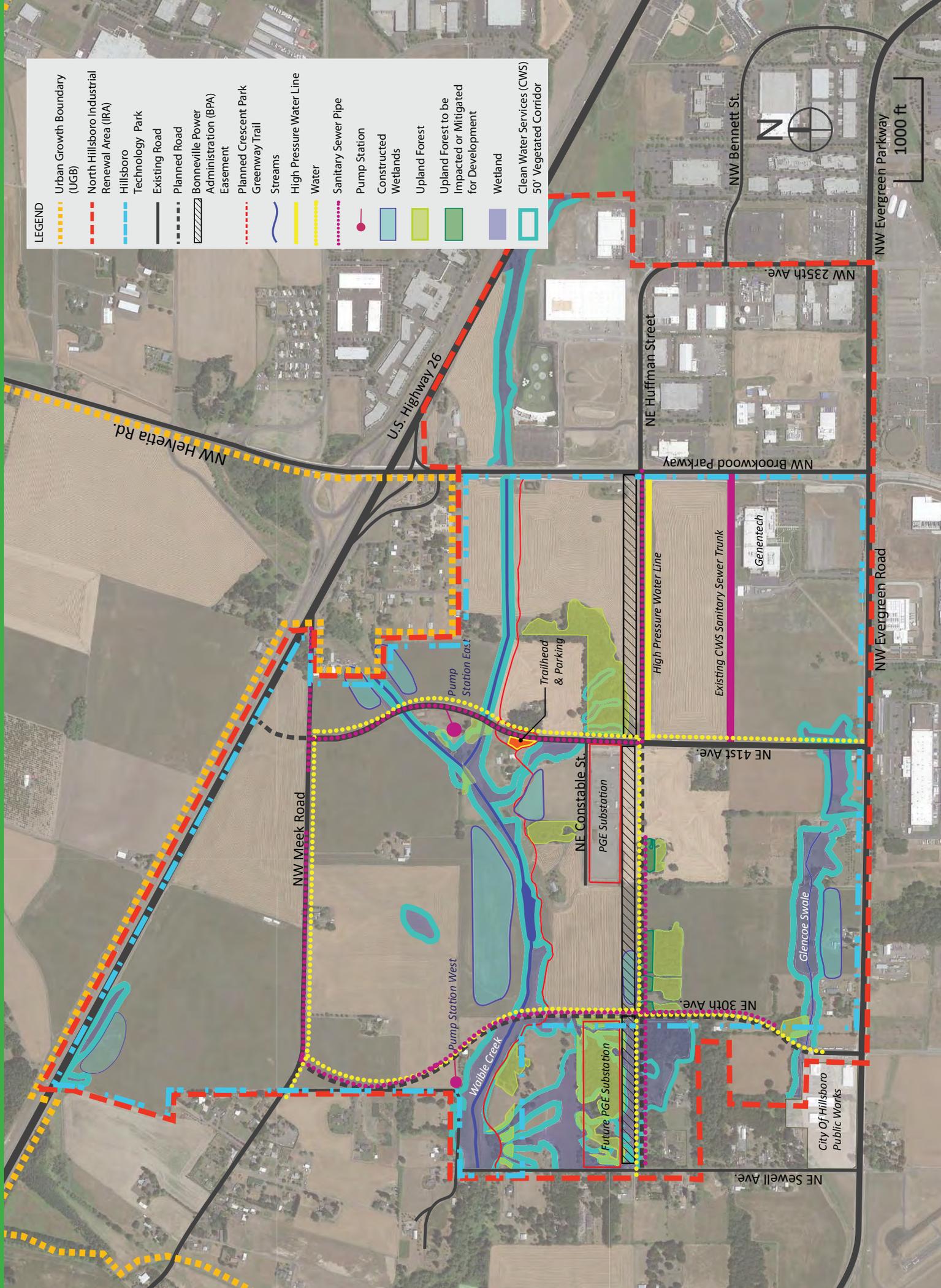
The Crescent Park Greenway is a regional multi-use facility, envisioned as a 16-mile greenway and trail around the edge of the city. As identified in the City of Hillsboro's Trails Master Plan, a segment of the Crescent Park Greenway trail follows the Waible Creek corridor and will serve as a unifying feature for infrastructure, recreation and character within the Hillsboro Technology Park, as shown in Figure 5. A soft-surface trail for



Image of enhanced streetscape with landscaping and pedestrian paths.

A robust roadway network will be provided to enable convenient access for multiple modes of transportation throughout the Hillsboro Technology Park, including passenger vehicles, freight vehicles, pedestrians, and cyclists.

Figure 5: Infrastructure Framework



pedestrians will provide opportunities to connect to nature, view wildlife and offer trail access to the greenway's natural areas. Adjacent businesses can take advantage of these features as part of their site planning to create a special place for their employees and visitors in a unique work environment. By placing the trail adjacent to the Waible Creek corridor, the trail will be part of a wide greenway that ranges from 100 feet to over 300 feet in width for the length of the trail. Anywhere that the trail traverses through required riparian buffers, additional mitigation plantings will be required to offset these impacts and will contribute to a wider trail corridor. Constructing the trail will provide amenities to multiple properties and provide recreational opportunities community-wide. The City intends to construct this portion of the trail in its entirety, rather than incrementally extend the trail as development of adjacent properties happens.

Stormwater

The best way to manage stormwater is to integrate environmental protection and runoff treatment as part of a natural purification process. The City of Hillsboro will participate in the development of a series of "constructed wetlands" for treatment and detention of stormwater in the Hillsboro Technology Park area. This approach will establish a unified approach to handling drainage for the entire development area and also comply with the standards of Clean Water Services, the provider of regional stormwater and sanitary sewer services. The constructed wetlands will provide water quality and water quantity treatment that will process water from public roadways and from

over 60 percent of the anticipated runoff from private industrial development. This investment will reduce the set-aside area dedicated to stormwater treatment typically required on-site for private development. Many constructed wetlands will be located along the Waible Creek corridor and integrated into the Crescent Park Greenway corridor, as shown in Figure 5, serving as an attractive and natural enhancement to the area that development will be encouraged to incorporate into their site planning.

The Crescent Park Greenway will serve as a focal point of the Hillsboro Technology Park, connecting to the regional trail network, and providing trail users with opportunities to interact with nature amidst sensitively designed development.



Conceptual illustration of The Crescent Park Greenway.

Water and Sanitary Sewer

In addition to investments in stormwater treatment, there is a need to provide water and manage waste water. The City of Hillsboro will build 18-inch water distribution lines in the roadways with the capacity to accommodate industrial needs throughout the Hillsboro Technology Park.

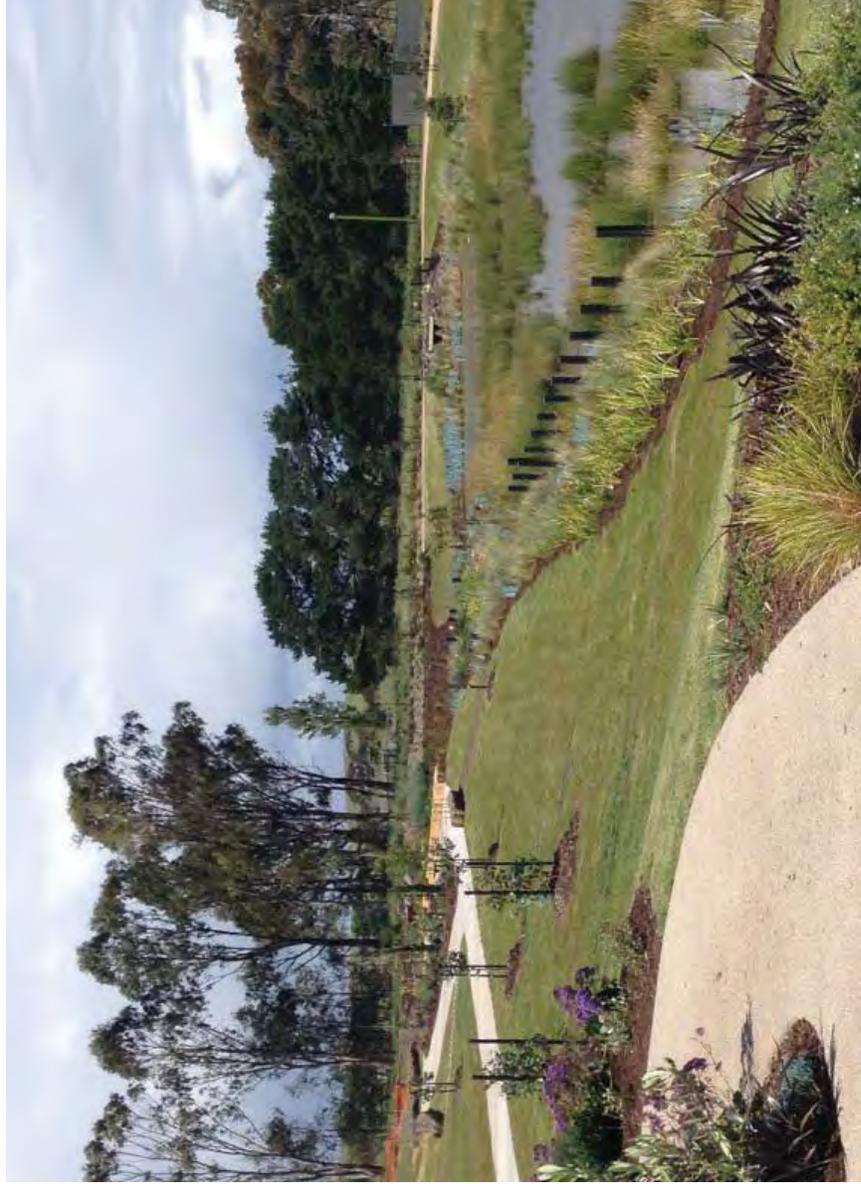
The City and Clean Water Services will also construct the necessary sanitary sewer lines and a pump station near Waible Creek to serve development in the Hillsboro Technology Park. A pump station in the vicinity of NE 30th Avenue will serve the majority of the Park. The connection point for sanitary sewer service to the existing system will occur at the west end of an existing 24-inch Clean Water Services trunk line on NE 41st Avenue. The water and sanitary sewer locations are also shown in Figure 5.

The City of Hillsboro wants to minimize the infrastructure concerns and uncertainty of future development by taking the necessary steps to support industrial needs in the Hillsboro Technology Park while ensuring a commitment to the natural environment and critical community needs for health and recreation.



Constructed wetlands.

Constructed wetlands will serve as regional stormwater facilities to address runoff from public roadways as well as a portion of private development, reducing the burden on private developers and preserving valuable land for development. These stormwater facilities will provide an attractive asset complementing natural resources as part of the Crescent Park Greenway corridor.



Stormwater runoff detention facilities.

Natural Resources

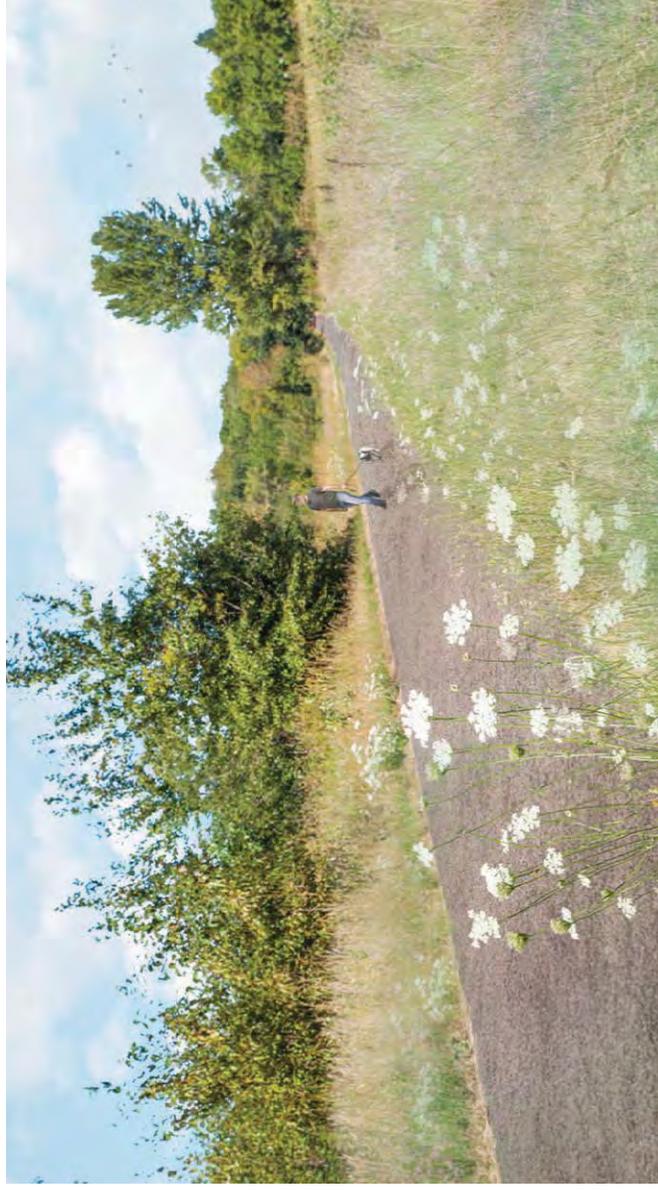
The Waible Creek corridor will function as a focal feature through the Hillsboro Technology Park, serving as the backbone for the Crescent Park Greenway and a significant contributor to how water is managed and treated within the development area. Waible Creek and Glencoe Swale will be enhanced through restoration of riparian buffers as adjacent properties develop. This will be coordinated with future development and will address the requirements of both Clean Water Services and the City of Hillsboro. Other simple stream improvements can be used to enhance stream quality, such as installation of large woody debris (fallen trees and remains of large branches) or beaver dam analogues. In addition to their function to slow or direct water flows, beaver dam analogues offer an opportunity to create a unique feature for the area that can be integrated into development projects or simply enjoyed by employees and visitors of new companies.

Where there are isolated wetlands not connected with Waible Creek or Glencoe Swale, developers can choose to fill these wetlands in exchange for purchase of mitigation credits. Credits are available from the nearby Butler Wetland Mitigation Bank and the Tualatin Valley Environmental Bank. Wetlands impacted by public roadway and trail improvements will also be mitigated through the purchase of mitigation credits.

As part of the planning for the Hillsboro Technology Park area, the City of Hillsboro has identified several natural resource features within the district that warrant protection under the City's Significant Natural Resource

Overlay (SNRO), including Waible Creek and several upland forest areas. The North Hillsboro Industrial Renewal Area Development Strategy has reviewed SNRO-designated forests and identified those that require removal to facilitate construction of public roadways and industrial development. The City will pursue the purchase of property needed to mitigate these natural resource areas. SNRO mitigation areas will be located adjacent to the Waible Creek and Crescent Park Greenway corridor, further enhancing this focal point of this resource area. SNRO forests that no longer meet criteria for protection will be removed from the City's SNRO designation map.

The condition of Waible Creek, wetlands, and riparian areas will be improved in tandem with development efforts. Waible Creek and the Crescent Park Greenway corridor will be enhanced as a focal point for the Hillsboro Technology Park.



Conceptual illustration of the Crescent Park Greenway.

REGULATORY ENVIRONMENT

Zoning

The North Hillsboro IRA currently consists of 71 individual parcels, ranging from less than 1 acre to over 80 acres. The entire area is located within the City of Hillsboro's Urban Growth Boundary (UGB). Not all properties are presently within the City limits but all will be annexed prior to or as part of a development project. Properties in the Hillsboro Technology Park are designated as Industrial in the Hillsboro Comprehensive Plan, and zoned Industrial Sanctuary (I-S).

Upon annexation by the City of Hillsboro, zoning for all parcels is anticipated to be Industrial Sanctuary (I-S). Specific regulations implemented through the I-S zone provide for development and partitioning within the portions of the North Hillsboro Industrial Area Community Plan and require retention and/or creation of various large lots including some of 50 acres or more in the Meek Subarea.

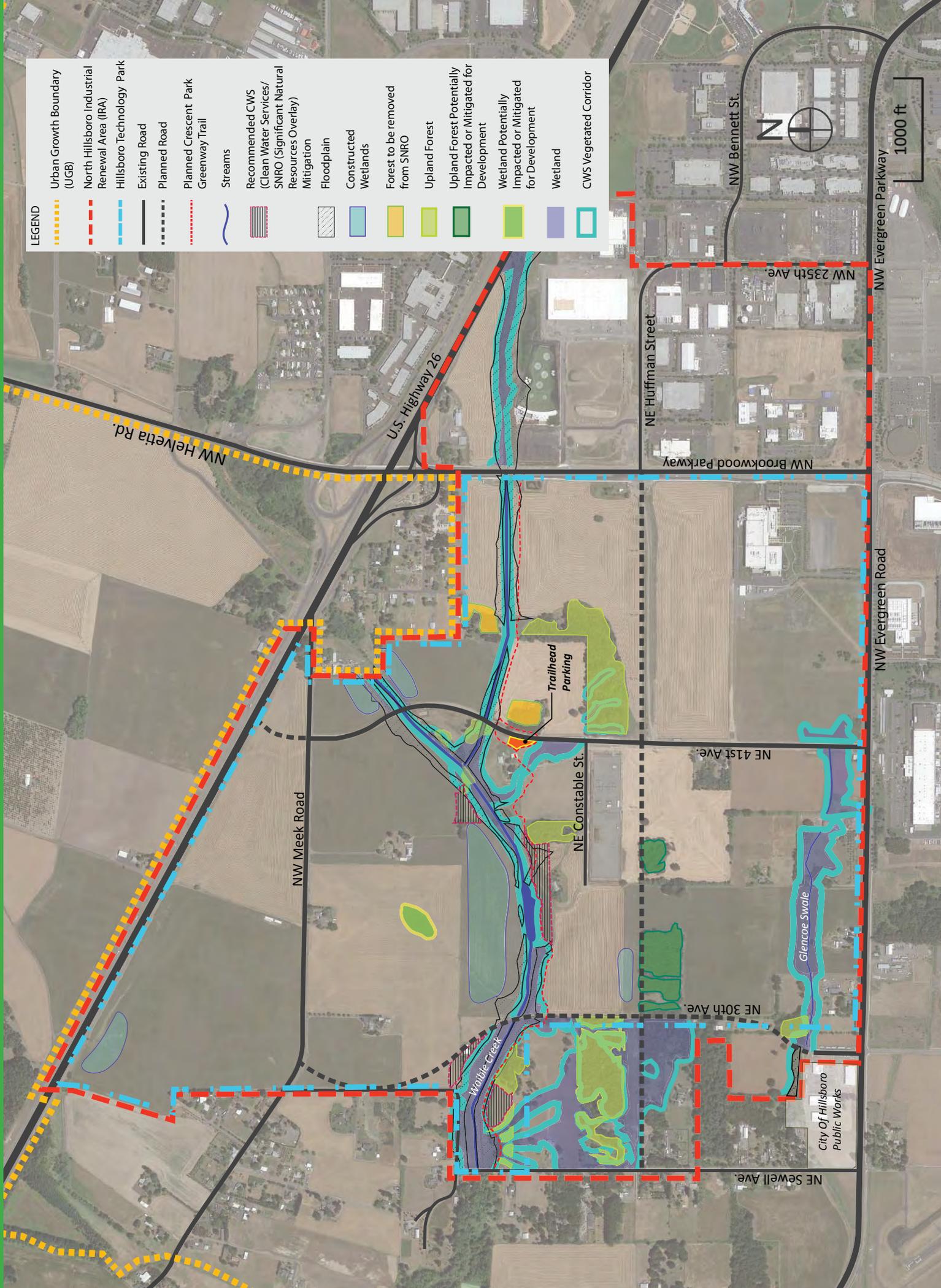
Development Regulations

Design standards and/or requirements will ensure the character of development in the Hillsboro Technology Park is consistent with the long term objectives of the City for this area. In addition to ensuring a coherent character in an environmentally progressive setting, regulations will incorporate features that assist development and businesses to achieve their corporate objectives and maintain quality levels of urban design.



Genentech's manufacturing facility in the Hillsboro Technology Park. Photo Credit: Hoffman Construction Company.

Figure 6: Natural Resources Framework



LEGEND

- Urban Growth Boundary (UGB)
- North Hillsboro Industrial Renewal Area (IRA)
- Hillsboro Technology Park
- Existing Road
- Planned Road
- Planned Crescent Park Greenway Trail
- Streams
- Recommended CWS (Clean Water Services/ SNRO (Significant Natural Resources Overlay) Mitigation)
- Floodplain
- Constructed Wetlands
- Forest to be removed from SNRO
- Upland Forest
- Upland Forest Potentially Impacted or Mitigated for Development
- Wetland Potentially Impacted or Mitigated for Development
- Wetland
- CWS Vegetated Corridor



1000 ft

Natural Resource Regulations

As shown in Figure 6, portions of the Hillsboro Technology Park have been identified for designation as “Significant Natural Resource Overlay” (SNRO) by the City of Hillsboro. This designation applies to upland areas containing significant vegetation and wildlife habitat, as well as riparian areas and related wetlands—particularly those associated with Waible Creek and Glencoe Swale. Riparian areas along Waible Creek and Glencoe Swale are also protected by Clean Water Services as “vegetated corridors.”

Many of these natural resources will be restored, protected and enhanced to establish them as primary features of the overall development in the Hillsboro

Technology Park. Other resources will be encroached upon or removed and mitigated elsewhere to maximize net contiguous buildable area, facilitate efficient development, and enable construction of needed infrastructure for the Hillsboro Technology Park. Isolated wetlands that are not connected to Waible Creek or Glencoe Swale could easily be filled and mitigated to increase developable area. With these various natural resource areas carefully augmented, businesses will be able to incorporate these natural features, as well as the constructed wetlands serving stormwater, into their sites to both define a linkage to natural amenities and to shape their own projects to take full advantage of the natural systems.

Regulations contained in the City of Hillsboro Community Development Code and Clean Water Services’ Design and Construction Standards require protection of these sensitive areas from development. Additionally, the 100-year floodplain associated with Waible Creek is regulated by the City through a “Regulatory Floodplain Overlay” (RFO) zoning designation. These regulations will apply to properties within the Hillsboro Technology Park upon annexation to the City of Hillsboro. However, mitigation of impacts related to the construction of public infrastructure is allowed under certain circumstances pursuant with regulations pertaining to SNRO, RFO, and vegetated corridors. Potential locations and means of completing such mitigation are included as a part of the Development Strategy to streamline construction of public infrastructure that supports developable parcels within the Hillsboro Technology Park and enhance the various riparian corridors and habitats as shown in Figure 4.

The City of Hillsboro will work with current and future property owners to obtain the land required for completing SNRO and vegetated corridor mitigation, but other means (e.g., conservation easements) may also be explored on a case-by-case basis. The Development Strategy identifies opportunities to maximize developable land by efficiently assembling and relocating mitigation areas to enhance the Waible Creek habitat and wetlands and the overall Crescent Park Greenway corridor.



Area designated as SNRO that may be restored, protected and enhanced.

IMPLEMENTATION STRATEGY

The implementation strategy for projects in the Hillsboro Technology Park will rely heavily on balancing economic development, private investment, and job creation and retention with a recognition of the long term sustainable future that preserves quality of life for Hillsboro citizens.

The City of Hillsboro has adopted the North Hillsboro Industrial Renewal Plan, creating a Tax Increment

Financing District that establishes a public financing mechanism to assist with the implementation priorities.

As explained in the North Hillsboro Industrial Renewal Plan, eligible projects include:

- Transportation projects
- Public utility projects
- Trail and open space improvements

- Natural resource enhancement and sustainability projects
- Property acquisition and disposition
- Public buildings or facilities
- Technical and financial assistance for industrial improvements

The North Hillsboro Industrial Renewal Area Development Strategy refines infrastructure plans and costs; outlines the natural resource mitigation and enhancement strategies; and identifies implementation priorities. Figure 4 shows conceptual development site configurations, some of which would involve consolidation of multiple existing parcels; and Figure 7 shows the development subareas. In general, NE 41st Avenue separates the Shute subarea from the Evergreen subarea; and Waible Creek separates the Meek and Evergreen subareas. Existing ownership configuration in the Meek Subarea lends this area better to consolidation into larger sites than properties south of Waible Creek. A total of 19 development sites have been identified based on the logical configuration resulting from extension of public utility and transportation infrastructure into and through the Park. Development sites range in size from 5 to 100 acres, inclusive of regulated natural resources that may be present.

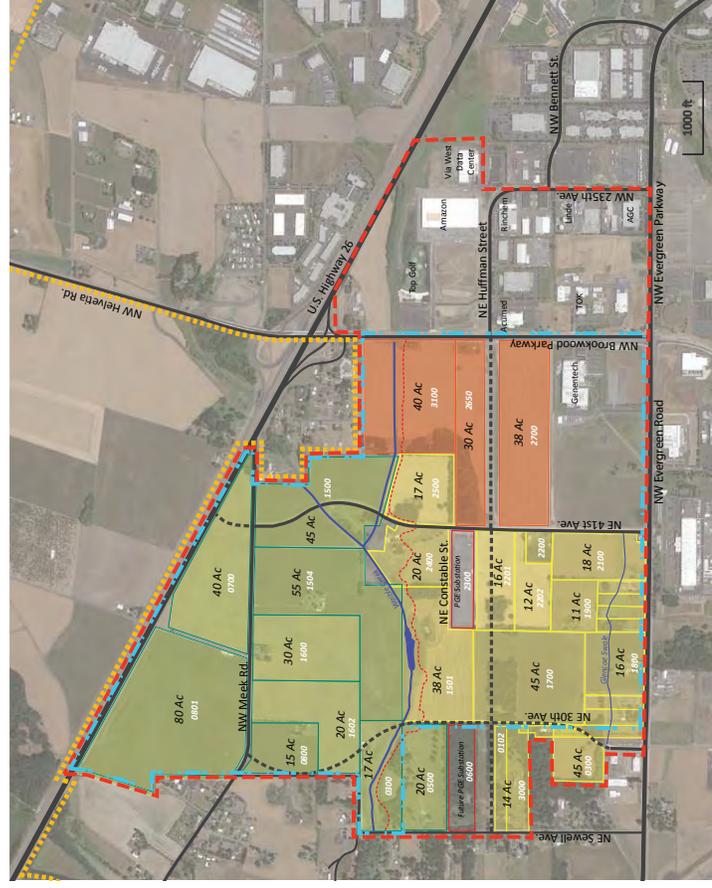
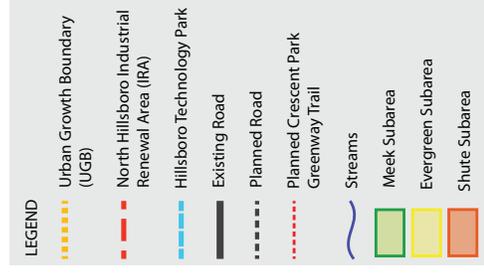


Figure 7. Subareas.

The implementation strategy for the Hillsboro Technology Park has three types of projects; catalytic, sequential and high impact.

Catalytic Projects are those infrastructure investments that are required or are a high public priority. These investments serve multiple sites in the Park to make them development-ready. It is anticipated that City and its public partners will initiate the projects with public dollars with an expectation that private dollars will reimburse this investment at the time of development. The key catalytic projects include:

- Waible Creek sanitary pump station and required gravity and force main line to the connection point to the existing system.
- Property acquisition in the Waible Creek corridor for resource mitigation/enhancement and the Crescent Park Greenway Trail
- Provision of first portion of area-wide water infrastructure in NE 41st to Meek Road
- Acquisition of key rights of way for both streets and public utilities

Sequential Infrastructure Projects are typically an extension of public infrastructure that will occur incrementally as properties develop. Provision of infrastructure to these sites will occur primarily through private development fees. In general terms, “sequential development” is assumed to result in the incremental extension of public infrastructure needed to serve a given site, but not include substantial off-site improvements that could also benefit other properties.

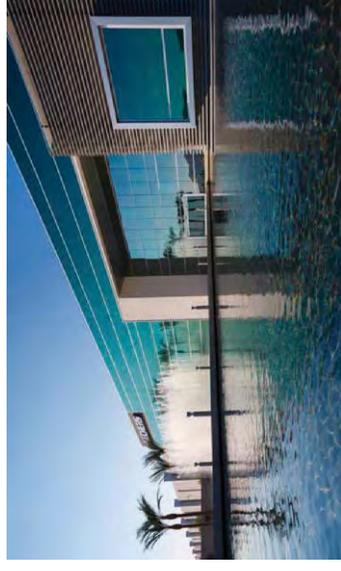
High Impact Projects are those that are necessary for the development of larger industrial sites (50 acres or more and primarily in the Meek subarea) prior to public infrastructure becoming available. These sites are available for investments by target firms in high technology and advanced manufacturing and corporate campuses. For these projects of regional significance, the City will partner with private investment and when appropriate bring financial resources to fund the required infrastructure.

Achieving The Vision

The City of Hillsboro has completed substantial infrastructure and development planning to determine costs and priorities associated with achieving the long-term vision for the Hillsboro Technology Park.

As part of these planning efforts, the City of Hillsboro has been partnering with essential regulatory agencies and private development interests to refine implementation strategies. Achieving the vision will require ongoing leadership between existing agencies, and the formation of new partnerships to leverage existing capital programs, and attract new private investment and enhancement of environmental areas.

With proximity to a world-class metropolitan area, access to the regional transportation systems, and a highly educated labor force, the Hillsboro Technology Park is quickly becoming the premier location for global innovative companies to grow business and offer employees a high quality of life.



KARNOWSKI Mari * BIZ

From: Dan Dias <Dan.Dias@hillsboro-oregon.gov>
Sent: Tuesday, October 31, 2017 11:15 AM
To: Regional InfrastructureFund * BIZ
Cc: HOWARD Lisa * GOV
Subject: Request for Information RE Regional Infrastructure Fund - North Hillsboro
Attachments: 103117_Request_for_Information_Form_Regional_Solutions.pdf; 103117_Request_for_Information_Form_Regional_Solutions_Excerpt.pdf; 103117_RIF_CWS_Letter of Support.pdf; HillsboroTechnologyParkPlan_FINAL_2017-06-13.pdf

To Whom it May Concern,

Please find the City of Hillsboro's response to the Request for Information regarding Regional Infrastructure Fund.

Attached are:

- The .pdf of the Request for Information Form
- A letter of support from Clean Water Services
- The Hillsboro Technology Park Plan
- A separate .pdf document containing the text that was included in the RFI from for the "Opportunity/Problem" and "Proposal/Solution" sections due to some of this font becoming quite small.

Please confirm receipt of this package and acknowledgement that it was received prior to the deadline.

Sincerely,

Dan

Dan Dias | *Senior Development Manager*
City of Hillsboro, Oregon | Economic Development Department
150 East Main Street, Fifth Floor | Hillsboro, OR 97123
call 503.681.5275 | fax 503.681.6232
email dan.dias@hillsboro-oregon.gov | web www.hillsboro-oregon.gov

REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name City of Lake Oswego	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 380 A Avenue Lake Oswego, OR 97034	Mailing Address P.O. Box 369 Lake Oswego, OR 97034
Office Phone 503-635-0281	Web URL www.ci.oswego.or.us

SECTION 1 B: PROJECT CONTACT			
Name	Megan Phelan	Title	Assistant City Manager
Phone	503-635-0281	Email	mphelan@ci.oswego.or.us
Phone (cell)	503-453-5803		

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Lakeview Blvd. Design Refinement and Reconstruction
Project Region	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties) <input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties) <input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties) <input type="radio"/> South Coast (Coos, Curry, and Douglas Counties) <input type="radio"/> Southern (Jackson and Josephine Counties) <input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties) <input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties) <input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties) <input type="radio"/> South Central (Klamath and Lake Counties) <input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties) <input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location *(physical address including city and county)*

SW Lakeview Blvd., 65th Avenue, and McEwan Road, Lake Oswego

Is there community support for this project? **Yes** **No**

Describe and attach letters of support. Project called for in Lake Oswego's SW Employment Area Plan

Project Category

- Planning
- Design only
- Construction only
- Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	2,978,000	
Funds from potential applicant		
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$ 2,978,000	

Cost Estimate Date:	2017	Prepared by	LO Engineering Department
Estimated Project Start Date:	2020	Completion Date:	Estimated 2022

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

Lake Oswego's Industrial Park (IP) Zone is located just east of I-5 in the city's Southwest Employment Area (SWEA), home to approximately 130 firms employing over 1,800 employees (SW Employment Area Plan 2013 data). Computer and electronics manufacturing, and wholesale industries had the greatest number of employees, followed by non-computer and electronics manufacturing. The district's central location in the metro region, accessibility to I-5, access to community amenities, and existing employment base make the SWEA a desirable location to attract and expand firms with high-quality jobs. In 2015, the City adopted the Southwest Employment Area (SWEA) Plan and code amendments with the goal of encouraging private investment and redevelopment at higher job densities. The City also partnered with Tigard to expand their Enterprise Zone into Lake Oswego as an incentive for employment growth.

Upgrading the district's infrastructure to create a modern business park is a key step to encouraging private investment and job growth. The south half of the SWEA is accessed by Lakeview Blvd., 65th Avenue, and McEwan Road, a narrow road corridor with a shared travel lane that separates light industrial uses from adjacent single family homes. These roads have substandard infrastructure, almost entirely lacking stormwater management, curbs and sidewalks. Narrow and misaligned intersections further constrain the roadway for large vehicles, and create safety and access concerns.

Transforming this 0.8 mile district edge is a top priority investment in the employment area. A reconstructed Lakeview Blvd., 65th Avenue, and McEwan Road would:

- Provide streets that support light industrial uses while minimizing conflicts between abutting light industrial and residential uses
- Provide for public safety by minimizing vehicular access constraints, and providing safe pedestrian facilities for employees and nearby residents
- Create an aesthetically pleasing street that encourages investment in the area while also meeting the functional needs for vehicles, pedestrians, stormwater management and other infrastructure.

Proposal / Solution *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

The complete Lakeview Blvd., 65th Avenue, and McEwan Road project includes the design, engineering and construction of major right-of-way improvements along these southern and western edges of the Southwest Employment Area. The three connected streets are envisioned as a single corridor for the purpose of design and construction.

The reconstructed roadway would include two widened travel lanes, a continuous sidewalk along one side of the road, street trees and a vegetated buffer with stormwater treatment. This project would also improve the narrow intersection of 65th and McEwan, which is critical for routing freight trucks to/from the south end of the district. Improvements would include widening the paved travel lanes within the existing right-of-way, rounding the corners, removing utility poles that are conflicts for traffic, and may require some additional right-of-way dedication.

The first phase of this project would be a refinement plan involving businesses and nearby residents that provides additional analysis and design prior to initiating engineering for the street improvements.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report: 2016 SWEA Plan

CITY OF LAKE OSWEGO SOUTHWEST EMPLOYMENT AREA PLAN



Adopted June 7, 2016
Ordinance No. 2706

ACKNOWLEDGEMENTS

City Council

Mayor Kent Stuebaker
Councilor Joe Buck
Councilor Charles Collins
Councilor Jeff Gudman
Councilor Jon Gustafson
Councilor Jackie Manz
Councilor Skip O'Neill

Planning Commission

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1. INTRODUCTION

The Southwest Employment Area (SWEA, shown on **Figure 1**) is a 150-acre industrial and commercial area in the southwestern quadrant of Lake Oswego, adjacent to the Tualatin city limits. Centered around the city's only light industrial area, the SWEA includes 98 tax lots that are zoned primarily Industrial Park (IP); it also includes small areas of General Commercial (GC) and Neighborhood Commercial (NC) zoning, along with the City's Public Works Operations Center in the Public Functions (PF) zone.

The SWEA has the potential to be a significantly more diverse and active employment district. The district's unique location in close proximity to the I-5 interchange at Boones Ferry Road and central to the metro region, reinforces its potential to support future businesses and employment opportunities. Additionally, Lake Oswego has an extremely limited supply of vacant industrial and commercial land, and must rely on infill and redevelopment in places like the SWEA to accommodate future business and job growth.

The SWEA (exclusive of the Neighborhood Commercial zone) was identified as one of the three employment centers by the Lake Oswego Community Vision for 2035 and the City of Lake Oswego Comprehensive Plan, as shown in **Figure 2**. The Neighborhood Commercial zone is identified as the Rosewood Neighborhood Village, and is also included in the SWEA Plan area.

Beginning in October 2014, the SW Employment Area Plan process began with initial input from the Project Advisory Committee (PAC), a group that includes district business and property owners, nearby residents, community stakeholders and Planning Commission and City Council members. City staff and the consultant team also led public meetings and project work sessions to consider ways to improve redevelopment and job growth opportunities, streamline the development code, and provide better access through the district to meet the needs of businesses, employees and nearby residents.

PROJECT GOALS AND OBJECTIVES

The community's vision for employment centers, according to the Comprehensive Plan, is to encourage development that results in uses with higher employee concentrations. The major goal of this project is to encourage redevelopment and employment growth by removing barriers to private investment within the SWEA district. The Plan development process included the following objectives to meet this goal:

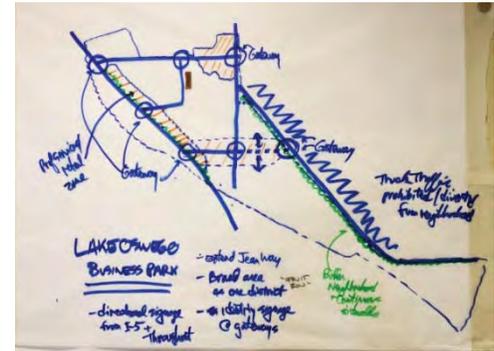
- Involve stakeholders and the community in the process.
- Enhance opportunities for redevelopment and job creation within the district.
- Improve multimodal connectivity within and to the district.
- Minimize environmental impacts and protect quality of life.
- Develop a plan that can be implemented quickly to enhance job creation.
- Reduce conflicts between residential and industrial users.

This Draft SW Employment Area Plan (Draft Plan) provides a land use and infrastructure framework intended to support redevelopment and job growth through infrastructure improvements, flexibility in permitted uses, and building and site design standards intended to serve a range of employment types while enhancing the image of this area as a modern business park and one of Lake Oswego's three major

employment centers. The Plan seeks to support existing and future business while addressing impacts on adjacent residential uses and making improvements that will benefit residents, businesses and employees.

The Plan also gives context to these recommendations by summarizing key findings about the district and the alternatives that were considered in developing the Plan. The following interim deliverables led to this plan:

- **District Assessment (October 2014- January 2015):**
With input from the PAC, the consultant team and City staff developed an *Existing Conditions, Opportunities and Constraints Report* that included a market analysis and an assessment of building stock, existing traffic conditions, regulatory barriers to economic development, and other environmental and physical conditions. The findings were presented at a public workshop in February 2015.



- **Land Use and Infrastructure Alternatives (February 2015- April 2015):**
The PAC and project team facilitated a public workshop to generate land use and infrastructure concepts that the project team then refined, resulting in two land use and infrastructure alternatives described in the *Land Use and Infrastructure Alternatives Memorandum*. The document also includes a discussion of ways to reconsider the districts' land use patterns, roadway facilities and stormwater management systems. The project team presented the alternatives to the PAC, Planning Commission and City Council for their feedback.



Examples of concepts developed during the public workshop

- **Alternatives Evaluation and Recommended Alternative Selection (April 2015- June 2015):**
During this phase, the project team evaluated the land use and infrastructure alternatives using the project criteria developed earlier in the project. The project team presented the alternatives and the evaluation results to the public and PAC at a June 2015 meeting, following which the PAC made a recommendation on a preferred alternative.
- **Draft and Final Plan, with Implementation Strategies (June 2015 – January 2016):**
The PAC reviewed the Draft Plan with implementation strategies, including a proposed zoning overlay, then issued a Public Discussion Draft for citizen input. The Planning Commission conducted a work session on the Discussion Draft in December 2015 and public hearings in January-March 2016, to make its recommendation for final adoption by the City Council.

2. PLANNING CONTEXT

The Lake Oswego Comprehensive Plan Vision Map identifies the SWEA as one of the city's three Employment Centers—areas intended to focus primarily on higher-intensity employment uses, with supporting retail and service uses, commercial offices, and residential and cultural uses in select locations. As of the end of 2013, just before work began on the SWEA Plan, the area was home to 131 firms employing 1,831 employees with average annual wages of \$61,500. Of the top employment sectors, computer and electronics manufacturing, and wholesale industries had the greatest number of employees, followed by non-computer and electronics manufacturing. The rest of the employment mix in SWEA is fairly diverse, attracting professional and technical, and health care services.

Most of the Southwest Employment Area is also identified as Employment Land on Metro's Title 4 map.¹ Metro Title 4 calls for cities to limit new and expanded commercial retail uses on Employment Land to those appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas. The Comprehensive Plan also identifies the Neighborhood Commercial zone within the SWEA (at Jean and Pilkington) as a Neighborhood Village, which is intended to accommodate a mix of lower-intensity commercial uses to provide services for nearby residents and can include residential uses.

In 2008, prior to the Comprehensive Plan update, a group of 23 property owners made a request to the Planning Commission to broaden the permitted uses in a northern portion of the area's Industrial Park (IP) zone by adding office, limited retail, and some specialized uses such as commercial storage. One of their concerns was that the limited uses permitted in the IP zone were typically applied to less expensive land, and were not supporting the best use of their properties. In response to this request, the Planning Commission initiated a zone change to create the Industrial Park Overlay (IPO) zone, which was adopted by City Council in 2011. The new overlay zone was seen as an interim solution until the Comprehensive Plan was updated and a more detailed plan was developed for the district. Staff noted during this process that a SW Employment Area plan was likely to follow the completion of the Comprehensive Plan update (adopted in April 2014). The updated Comprehensive Plan Economic Vitality chapter now provides the following direction for the Southwest Employment Area: *Policy 9: "Locate land for light industrial uses within the SW Employment District and provide a special district plan that accommodates a range of uses including light industrial, office and supporting retail."*

¹ "Employment Areas" on Metro's Title 4 map are areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, commercial and retail development as well as some residential development. Retail uses should primarily serve the needs of the people working or living in the immediate employment area. Exceptions to this general policy can be made only for certain areas indicated in a functional plan.

EXISTING ZONING AND DESIGN STANDARDS

There are five zoning districts and one zoning overlay within the project area, as described below and shown on **Figure 3**.

Industrial Park

Industrial Park (IP) is the predominant zoning designation within the SWEA. The IP zone is intended for light industrial, employment and accessory uses occurring in a campus-like setting that is compatible with existing uses bordering the district. Some of the permitted uses in this district are pet care/boarding facilities (inside a building), incidental² retail (3,000 maximum square feet per site), medical/dental laboratories, research and testing facilities, parks and open space, artist studios, office uses/secretarial (related to industrial users only), professional offices (limited), fitness and exercise (gyms), boat sales and storage, RV storage, manufacturing, warehousing and processing. The hours of operation for incidental retail uses in the IP zone within 200 feet of residential property are restricted to 8:00 a.m. to 10:00 p.m. Sunday through Thursday and 8:00 a.m. to 12:00 a.m. on Friday and Saturday.

The parcels within the IP zone also fall within the Lake Grove Industrial Park District, as identified in the Industrial Land Use Policy Element of the Community Development Code (Appendix B of the Development Code). These policies came out of a planning effort in the 1970s that aimed to increase and enhance industrial development in Lake Oswego in order to create more employment opportunities, and balance the high cost of public services for low density residential development with higher revenue employment land uses. Some of the projects and policies identified in this section have been implemented through local improvements (e.g. widening Boones Ferry, completed in the mid-1980s) and development standards. Many of the policies, however, continue to be relevant to the Lake Grove Industrial Park District today.

This policy element of the Code was originally part of the Comprehensive Plan, but relocated to the Community Development Code in 2002 because it included some regulatory policies that were applicable to specific land use applications. To be consistent with the City's regulatory framework, any policy direction that should continue to apply to development in this zone should be translated into specific development standards that would implement the policy, and be located with other development standards for the zone.

Industrial Park Overlay

The Industrial Park Overlay (IPO) District is intended to provide land that is available for both standard IP uses and office, personal services, and limited retail uses in the area north of Willow Lane. In addition to the uses permitted in the IP zone, IPO permits commercial recreational facilities (less than 5,000 sq. ft.), retail sales of motor vehicle accessories (less than 20,000 sq. ft.), retail sales of food (less than 2,000 sq. ft. and co-located in a building with another permitted use), personal services, financial institutions (banks), business services, medical and health services, office uses and fitness and exercise services. Limited commercial self-storage facilities may be permitted as a conditional use subject to special requirements. Retail sales-general (less than 10,000 sq. ft.) are permitted, with no more than 20,000 sq.

² "Incidental" is defined as "Retail uses within an Industrial Park (IP) zone that are outright permitted retail uses in the Neighborhood Commercial (NC) zone, when such uses are directly related to the sales of products manufactured, processed, or assembled on the IP zoned site."

ft. of floor area in a single building, or on a single lot or parcel, or on adjacent lots or parcels. This limitation provides compliance with Metro requirements for Employment Land.

General Commercial

The General Commercial (GC) zone, located adjacent to Jean Way and Boones Ferry Road, is intended to provide lands for commercial activities supplying a broad range of goods and services to a market area that includes the planning area identified in the Comprehensive Plan. The GC-zoned land in the SWEA limits permitted uses to an expanded set of neighborhood commercial uses focused on office and business services. These parcels are also subject to site-specific standards for three subareas, intended to create an aesthetically pleasing entry to Lake Oswego, and a visual separation from the city of Tualatin.

Neighborhood Commercial

There is a small pocket of Neighborhood Commercial (NC) zoning at the intersection of Jean Road and Pilkington Road within the SWEA that is intended to provide land near or within residential areas for less intensive commercial activities. The permitted uses include: low density residential; medium and high density residential (conditional); daycare; some types of schools (conditional); ambulance services; outpatient clinic; medical and dental labs; pet care (conditional); bakery; deli without table service; restaurant; specialized food store (e.g. coffee shop); grocery <25,000 sq. ft.; numerous professional office types; artist studio; retail sales under 20,000 sq. ft.; personal services including hair salons and drycleaners; exercise and sports facilities less than 5,000 sq. ft. (and up to 20,000 sq. ft. as conditional use).

Public Functions (PF) and Park and Natural Area (PNA)

There are a handful tax lots designated as Public Functions (PF) and Park and Natural Area (PNA) within the project area. The PF Zone is intended to specify appropriate land uses and development standards for public uses, such as government services, education and similar activities. The PF-zoned parcels in the plan area include the City's Operations Facility, which at the time of this plan's publication was in the design phase for a major facility upgrade.

EXISTING DEVELOPMENT PATTERN

An exterior visual survey of building stock in the project area was conducted to evaluate redevelopment and adaptive reuse potential. The survey identified three subareas within the plan area, as distinguished by development patterns and characteristics, including building types, local street patterns, vehicle access from arterial and collector streets, visibility from Boones Ferry Road and the interface with neighborhood residential uses. The subareas are briefly described below and illustrated in **Figure 4**.

An assessment of land utilization and redevelopment potential identified a mix of underutilized properties with a building value at less than 50% of the total property, and properties with greater than 50% building value (see **Figure 5**). This assessment was generally consistent with the results of the visual survey of building stock (see **Figure 6**).

Subarea 1 – Community Commercial

This area includes parcels along the north side of Jean Road and extends north to the project area boundary at Boones Ferry Road and Rebecca Lane. The area includes an eclectic mix of building sizes and types ranging from concrete construction to single family residential structures that have been

retrofitted for commercial use. Newer buildings in the subarea, such as the former Walmart Market, Lake Oswego Medical Plaza, office buildings along Boones Ferry Road and Pilkington Road, and the commercial buildings near the intersection of Pilkington Road and Boones Ferry Road, are viable buildings in good to excellent condition. They will likely remain as their current or similar uses for the foreseeable future. Several other underutilized parcels north of Willow Lane have recently been redeveloped, are in planning phases, or are under construction.

Subarea 2 – Employment Central

This area includes parcels south of Jean Road and between Lakeview Boulevard and the Union Pacific Railroad (UPRR) tracks. The largest current employment uses are located on the largest parcels and include the Biotronik/Micro Systems Engineering business campus and Lakeview Business Center. Both have buildings in good condition and are not likely candidates for whole site redevelopment in the near-term (1-5 years) or mid-term (5-10 years). Micro Systems has remodeled and expanded their buildings, and opportunities remain for further expansion on this campus. A handful of smaller residential buildings also remain in this subarea, which are more likely to experience redevelopment. Characteristics of this subarea include large parcels and building footprints, no internal street pattern and an absence of neighborhood or community services.

Subarea 3 – Industrial and Manufacturing

This is the smallest of the three subareas. At its northern boundary is Westmark Industries, and the subarea extends to the southern end of the project area near Montauk Circle. Warehouse and distribution buildings are the dominant uses. The buildings are in good condition and do not appear to be near-term or mid-term candidates for whole site redevelopment. The overall character and type of uses in this area are likely to remain as industrial, manufacturing, and distributing in the near future, due largely to the location of the subarea. There are large parking and outdoor storage areas surrounding two buildings at the southern end of the subarea that could attract redevelopment investment or intensification of the current uses. The 3rd Dimension Transfer and Storage building on McEwan Road has potential to be adaptively reused in the future by multiple light industrial or craft industrial tenants who need flexible floor space and truck loading doors. Adding a small retail space or walk-in office would be challenging because they are raised for truck loading, and there is a limited number of building openings. There are large parking and circulation areas that could accommodate an additional small building as part of future expansion. Characteristics of this subarea include light industrial, manufacturing and distribution uses and an absence of neighborhood or community services.

EXISTING PHYSICAL ENVIRONMENT

Transportation System

The Lake Oswego Transportation System Plan (2014) provides a citywide assessment of multi-modal transportation needs to meet the needs of residents, businesses and visitors through 2035. Existing conditions and a framework for future improvements in the SWEA are informed by this document, which incorporates transportation policies from the Comprehensive Plan.

Roadways

One of the major advantages of the SWEA is its location in close proximity to I-5, which is accessed by Boones Ferry Road at the northern end of the district. **Table 1** describes the existing roadways in the district.

Table 1. Existing Roadways in the Project Area

	2014 Volumes	Typical Design Features	Conditions/Deficiencies
Major Arterials <i>Boones Ferry Road</i>	20,000+ <i>~15,000</i>	4-5 lanes, limited access, bike lanes, sidewalks, no on-street parking	Complete street with some bike lane and sidewalk gaps
Major Collectors <i>Pilkington Road</i> <i>Jean Road, Jean Way</i>	1,500-10,000 <i>~6,500</i> <i>~9,000</i>	Limited on-street parking, bike lanes, sidewalks/pathways separated by planter strip	Many roads are in transition between rural and urban cross-sections. Some bike lane and sidewalk gaps.
Neighborhood Collectors <i>Lakeview Boulevard</i> <i>65th Avenue from Lakeview to McEwan</i>	1,000-5,000 <i>~1,200</i> <i>--</i>	On-street parking, sidewalks/pathways with some gaps, no bike lanes	In future, may consider re-classifying Lakeview as a Major Collector, which elevates priority to install bike/ped facilities. Poor pavement conditions on 65 th Avenue.
Local Streets <i>Rosewood</i> <i>Willow Lane</i> <i>Jean Road west of Jean Way</i> <i>McEwan Road</i>	<1,000 <i>N/A</i> <i>N/A</i> <i>N/A</i> <i>~5,500</i>	On-street parking, sidewalks/pathways, no bike lanes	Rosewood improvements will result from redevelopment, expanding east from the new connection to Boones Ferry Road.

Truck Traffic

Due to the number of existing manufacturing and distribution facilities in the SWEA, the roadway network experiences a moderate amount of freight traffic from single trailer semi-trucks. The proximity of the Boones Ferry Road arterial and I-5 freeway means trucks can easily access the SWEA. In the past, freight movements peaked in the early morning hours. Currently, the amount of freight has decreased due to properties changing ownership, with residents in Rosewood estimating that freight traffic has decreased by up to 50% with the departure of Pacific Lumber. However, the adjacent residential area has experienced and continues to experience trucks using local roads instead of the arterials and collectors. Kenny Street, which connects Lakeview Boulevard to Pilkington Road through the low-density residential Rosewood neighborhood, is the neighborhood street most commonly used by trucks due to its favorable alignment.

Cut through traffic, especially trucks in the Rosewood neighborhood, is a major concern of the community.

Transit

Existing transit, bicycle, and pedestrian facilities are illustrated on **Figure 7**. The SWEA is currently served by two TriMet Bus Lines, the 36-South Shore and 37-Lake Grove, which both provide daytime weekday service between Lake Oswego and Tualatin. The frequency of bus service for both lines is approximately every 1.5 hours. The Line 36 travels between the Tualatin Park & Ride and Lake Oswego Transit Center at 4th and A Avenue, with limited service to/from downtown Portland during rush hours. It loops south through the Rosewood neighborhood, passing through the SWEA at Jean and Pilkington, and 65th and McEwan. Line 37 connects the Lake Oswego Transit Center to the Tualatin Park & Ride via Boones Ferry Road, passing through the northern edge of the project area.

Bicycles and Pedestrians

Overall, many gaps exist in the pedestrian and bicycle network, making it difficult to walk and bike in the plan area. There are existing on-street bike lanes on Boones Ferry Road traversing the plan area, and Jean Road has portions of existing on-street bike lanes between Pilkington Road and Jean Way. Within the plan area, there are complete sidewalks on the south side of Boones Ferry Road, both sides of Jean Way and Willow Lane. There are sidewalks along some portions of Jean Road, Lakeview Boulevard, 65th Avenue, Pilkington Road and Rosewood Street, and, and there are no sidewalks on McEwan Road. No sidewalks exist along Lakeview Blvd. from Jean Road to Kenny Street, where the light industrial zone abuts a low density residential neighborhood. Pedestrian travel is a particular concern along this stretch because pedestrians must share the road with trucks, the paved road is narrow, and where space is available along the unimproved shoulder it is often muddy or filled with puddles.

Railroad (freight)

Another component of freight movement is the railroad that borders the SWEA. The rail line is owned by Union Pacific (UP) but leased by Portland and Western (P&W). There are three rail crossings within the study area:

- East of Pilkington Road/Boones Ferry Road,
- West of Jean Way/Boones Ferry Road, and
- West of McEwan Road/65th Avenue.

Each crossing has lights and gates; the Jean Way/Boones Ferry Road crossing has been recently upgraded to accommodate pedestrians and bicyclists. Approximately two trains per day operate along this segment, meaning the roadways are blocked twice a day. Transferring and storage of train cars also occurs sporadically. There is one rail spur that provides access to a building south of McEwan Road in the SWEA study area, but it is not currently being used by the business.

Infrastructure

Sanitary Sewer System

The City owns, operates and maintains approximately 200 miles of wastewater piping, 4,600 manholes and 11 pump stations, including sewer system infrastructure within the SWEA study area. Additionally, the City of Tualatin serves a number of properties at the lower southwest corner of the study area. All properties within the study area have access to public sanitary sewer service. The most significant sanitary sewer constraint in the SWEA is for the southernmost area between 65th and the railroad tracks, on either side of McEwan. The pump station serving this area, which is owned by the City of Tualatin and operated by Clean Water Services, is at capacity. This means that until the pump station is upgraded, new development in this area is limited by the pump station's capacity. Throughout the industrial park, sanitary sewer pipes are generally old and in need of rehabilitation to reduce infill of surface water and

infiltration of wastewater into the surrounding groundwater. Currently, there are no sanitary sewer projects identified for the SWEA in the City of Lake Oswego's Capital Improvement Plan.

Water System

Lake Oswego uses the Clackamas River Basin as its water source. The City's water system network consists of approximately 250 miles of transmission and distribution mains, 16 water storage reservoirs and 12 pump stations. All of the plan area is served by City of Lake Oswego water service. There is sufficient water capacity in this area based on the existing zoning, unless a large water consumer, such as a brewery, locates in this area. Based on existing water system information, it appears all properties within the study area have access to public water service. While overall condition of the pipe system is unknown, the Lake Oswego 2013-2018 Capital Improvement Plan did not identify any specific water pipe repairs or replacements in this area.

Stormwater Management Areas

The stormwater management areas (**Figure 8**) for the SWEA are bounded by Lakeview Boulevard, the railroad right of way and Jean Road. Current sub basin delineations within the project area are JR (Jean Road), BF (Boones Ferry) and RG (Rivergrove). The north end of the project area falls within the BF and JR basins, which drain northeast into West Bay and eventually into Oswego Lake. To the south, the SWEA straddles a natural drainage divide between sub basins JR and RG as indicated on the City's online interactive mapping database.

3. OPPORTUNITIES AND CONSTRAINTS

MARKET ANALYSIS

A market analysis was conducted to identify the potential development opportunities and land uses with the greatest potential in the SWEA. The City's Economic Opportunities Analysis (EOA, March 2013) completed for the Comprehensive Plan update was incorporated into the assessment and was also used to arrive at key findings. Some of the competitive advantages relating to the economic opportunities in the SWEA include the following:

- Quality of life in Lake Oswego is very high
- Attractive to owners and entrepreneurs
- Prestige (especially for office space)
- Buying power of the market is high
- Location
- Access to I-5
- Near center of metro area
- No business income tax in Clackamas County

While the Tigard market area has nearly six times as much industrial space as the Lake Oswego/West Linn market, and generally has a considerably lower asking price for raw industrial land, investors are willing to pay more for property in the SWEA due to the locational factors and long-term investment potential. Property and business owners in the SWEA that were interviewed in a series of stakeholder meetings noted that its location and access to I-5 are extremely important and attractive to businesses. They also agreed that it is a very attractive location for business owners residing in Lake Oswego. The SWEA commands higher land prices than comparable nearby locations because of the limited supply of industrial land in Lake Oswego and because it is already served with sewer, water, and other infrastructure. For these reasons, stakeholders felt that it will hold its value and continue to appreciate in value over the long-term.

Under current zoning, however, lease rates might not be high enough to justify new construction based on potential property sale prices, and it may take some time for lease rates to reach this tipping point. The EOA identified several challenges to economic development in Lake Oswego, those that are relevant to the SWEA include:

- Lack of vacant land
- Very little industrial/flex land with freeway access
- New employment is dependent primarily on infill and redevelopment
- Fragmented land ownership
- Changing existing uses through rezoning is challenging
- Providing new infrastructure and maintenance of existing infrastructure
- Community concerns over new development can make the approval process slow
- Complexity and speed of City's planning process

REGULATORY FRAMEWORK

Stakeholders interviewed strongly agreed that the greatest barriers for the SWEA are the zoning restrictions that limit the types of businesses that can locate in the area and the City’s permitting process, which can be slow, confusing, and sometimes contradictory. Stakeholders also mentioned conditional use permits can take up to six months to acquire from the City, causing some businesses to search for space elsewhere, such as in Tigard, Tualatin and Wilsonville. Some of the opportunities and constraints associated with specific zoning designations are:

IP and the IPO Zones

Current zoning limits permitted uses—particularly the limitation on office uses that are not associated with industrial uses—as one of the largest potential constraints for the SWEA IP zone. The current zoning also limits some uses that would be compatible with the area, such as flexible industrial with retail or offices. Industrial buildings offer lower rents and more design flexibility, with many offering large, open, adaptable spaces. This zoning district has a stock of large, open flexible spaces. With more flexible zoning, existing buildings could be repurposed for a wider range of potential tenants such as “craft industrial” (e.g. breweries, bike and bike accessory manufacturers) while preserving traditional employment land uses.

Development standards in the IP zone and the IP Overlay that govern building height, setbacks and buildable area are not seen as significant constraints for industrial park users.

REDEVELOPMENT AND BUILDING TRENDS

Many changes to the business sector have occurred in the past five years in this district. Large employers have relocated, parcels have changed ownership, zoning changes were adopted in the IPO District, and redevelopment has accelerated in the area north of Willow Lane. Many highly developable properties have turned over in the last few years and are now in the process of redevelopment. A handful of other key parcels are likely to redevelop in the near or midterm, based on existing conditions and zoning.

The industrial building stock in the SWEA consists largely of tilt-up concrete buildings in good condition. These buildings may accommodate current trends in office space, which are moving increasingly toward flexible and adaptive spaces that can change over time, offer a lower cost alternative to traditional office space, and provide opportunities for light industrial, office and retail to co-locate. The redevelopment and building stock assessment (see Chapter 2) will also help to identify potential opportunities for coordinated redevelopment, and inform decision-making about the timing and responsibility of capital improvements (e.g. stormwater management) and whether they are likely to be implemented through private redevelopment or through capital improvement projects by the City.

TRANSPORTATION AND INFRASTRUCTURE

As a light industrial district, freight truck circulation is a key component of the transportation system. While truck traffic has decreased considerably since the departure of Pacific Lumber between Jean Road and Lakeview Boulevard, the adjacent residential neighborhood to the south of Lakeview Boulevard continues to experience some truck traffic on neighborhood streets, likely due to roadways in the employment area that are too narrow and intersection geometry that makes truck maneuvering difficult. Several roadway and pathway projects have been identified in the City’s Transportation System

Plan to improve traffic operations and safety, and close gaps in the pedestrian and bike system, but funding has yet to be allocated through the Capital Improvement Plan. At this time, public improvements to the SWEA transportation system are only realized through private development initiatives. Noise and exhaust from idling trucks is also a concern for the adjacent neighborhoods.

Bus service in the SWEA is currently limited, both by the number of stops within the area and the frequency of service, as outlined in Section 2 of this report. TriMet's December 2015 Southwest Service Enhancement Plan outlines changes to routes and frequency of bus service to be implemented over time. These changes include re-routing the Line 36 (South Shore) to continue west along Jean Road through the SWEA to Jean Way, connecting to Boones Ferry Road and the Tualatin Park & Ride. This route change will provide better access to bus service for employees in the SWEA. Changes also include extending Line 44 from downtown Portland to Lake Grove, which would continue along Boones Ferry Road through the northern part of the SWEA, connecting to the Tualatin Park & Ride. This will replace service from line 37, which will no longer serve Boones Ferry Road south of Kruse Way. The Service Enhancement Plan also aims to increase bus frequency over time, with the goal of buses arriving every 30-40 minutes.

Sewer, water, and stormwater infrastructure was also assessed, with stormwater management (see **Figure 8**) presenting the most significant deficiencies for area businesses and residents. The area north of Jean Road has better stormwater infrastructure including some piped conveyance systems. The area south of Jean Road relies primarily on private drywells and detention ponds, which are largely insufficient to manage stormwater during large rain events, with undeveloped properties lacking facilities and no stormwater management for the Lakeview Boulevard right-of-way. Future redevelopment that triggers additional stormwater management will require both water quality treatment and infiltration or conveyance, using low impact development approaches wherever possible (e.g. bioswales, green roofs, pervious surfaces). Other than future stormwater management implemented through redevelopment, improvements may be realized through City-funded capital improvements, likely as a component of right-of-way improvements. Privately funded strategies such as local improvement districts may also be feasible to accelerate infrastructure improvements in SWEA.

DISTRICT IDENTITY AND WAYFINDING

Tucked away off of Boones Ferry Road at the western edge of the city and along the railroad tracks, this district has evolved organically over time, without coordinated economic development or planning activities for the industrial park. As a result of the location, street network, and lack of coordinated district identity, visitors – including delivery truck drivers – have a difficult time finding their destination, and companies may not be aware of the district as a potential business location. The City has an opportunity to better serve existing businesses and to attract new firms by creating an identity for the SWEA through a district name, wayfinding and gateway signage at key locations.

4. LAND USE AND INFRASTRUCTURE ALTERNATIVES AND EVALUATION

Two alternatives were generated based on input gathered from a public workshop held in February 2015, input from the PAC and stakeholder interviews, and from the existing conditions, opportunities and constraints analysis. These alternatives were revised after the PAC, Planning Commission and City Council reviewed them in April 2015. Following these meetings, the alternatives were assessed using the evaluation criteria developed for the plan process (See, *Existing Conditions, Opportunities and Constraints Report*) to identify a Recommended Alternative. The Plan, as recommended by the Planning Commission, combines elements from each of the draft alternatives.

The alternatives support the City's desire to create a land use and transportation system and attractive environment that increases employment densities and supports investment in the district. There were several general themes that emerged from the public input that are addressed in both alternatives:

- Provide a connected street and pedestrian network that improves safety;
- Increase employment densities and diversity of businesses;
- Maintain truck access to existing businesses;
- Identify physical improvements that enhance the area;
- Reduce freight cut-through traffic in adjacent residential areas;
- Identify interconnected pedestrian, transit and bicycle systems; and
- Provide for a mix of land uses that serve employees and nearby residents.

The alternatives described below depict areas where various primary land uses might develop given the existing development pattern and surrounding area, and served as scenarios to test various assumptions.

COMPONENTS COMMON TO BOTH ALTERNATIVES

Transit Service

While no changes to bus routes are proposed through this project, other than those identified in TriMet's SW Service Enhancement Plan, future transit routing should consider opportunities to better serve employees and nearby residents. This should include increasing the hours and frequency of service, coordinating routing with work shifts, times, providing bus waiting shelters, and possibly bringing a bus route directly through the employment area, such as along Jean Road, to encourage more employees to use transit.

Streets, Pedestrian and Bicycle Access

Existing right-of-way widths vary considerably for some existing roads, such as Lakeview Boulevard and Pilkington Road, whereas other roads (Jean Road, Boones Ferry Road) are more consistent across the road alignment and similar in width as the proposed cross sections highlighted in the alternatives. For roads with significant differences, the proposed cross section may be modified if right-of-way is not available, but it should still accommodate the identified transportation and stormwater amenities to the greatest degree practicable.

All streets are designed to include sidewalks, landscaping and stormwater treatment. Within the SWEA, Boones Ferry Road would include 8.5 foot sidewalks, bicycle lanes, and a planted median/left turn pocket, similar to the roadway's cross section to the north of the project area. For other roads in the SWEA, on-street parking or bike lanes could be provided. On-street parking is preferred in areas with active ground floor spaces, while designated bike lanes could be provided along higher-traffic streets (e.g., streets classified as Major Arterials or Major Collectors), which also connect to the larger system outside of the SWEA. Shared travel lanes are provided along Local Streets and Neighborhood Collectors where lower volumes and slower vehicle speeds are expected.

Truck access and movement through the SWEA is an important component of the street network and is reflected in the proposed street cross sections. All roadways within the SWEA would maintain 11-to-12-foot travel lanes to accommodate larger trucks.

Lakeview Boulevard, which is classified as a Neighborhood Collector, is an important link for pedestrians traveling between Jean Road and 65th Avenue/McEwan Road. However, it is currently lacking sidewalks or pathways along most of the road. The Lake Oswego Transportation System Plan includes a project to provide a five foot-wide separated asphalt pathway or sidewalk likely on the north-west side of the roadway. This improvement, while providing some separation from cars for pedestrians, will not provide adequate room for stormwater or other types of vegetated buffers between the residential and light industrial uses. Two alternative cross sections were developed to meet the potential demand on Lakeview as both a buffer and transportation connection.

Truck Access

The proposed street connections in both alternatives were organized to permit freight truck movement while minimizing the amount of cut-through traffic in the residential neighborhood. For both alternatives, intersection improvements at the Lakeview/Kenny intersection would restrict truck traffic from using Kenny as a through route and could be installed at any of the residential street connections for consistency. It is important to note that such improvements would also need to allow for efficient fire department access to the neighborhood.

Truck access is difficult with the skewed 45-degree angle of the Lakeview Boulevard/Jean Road intersection and at the narrow, slightly misaligned intersection of 65th Avenue/McEwan Road. Reconstructing the Lakeview Boulevard/Jean Road intersection by squaring it to a 90-degree angle would provide easier turning movements for vehicles. Widening and centering the pavement within the existing right-of-way where 65th meets Lakeview and McEwan would also improve truck access. Lakeview Boulevard at Kenny Street could be realigned slightly to more clearly direct traffic flow along Lakeview. Concurrently, Kenny Street could also be realigned to approach Lakeview at a more desirable 90-degree angle, with the inclusion of a traffic island to discourage through truck access.

Urban Design, Building Orientation and Off-Street Parking

For both alternatives, new buildings would face primary roadways (Pilkington Road, Jean Road, and Jean Way) within the SWEA to create a more attractive and active pedestrian zone, as well as to move loading areas into the center of a site. Parking would be located to the side or preferably behind buildings accessed via driveways that can also be shared with neighboring uses to reduce the number of driveway curb cuts and conflict points for pedestrians and bicyclists. Shared parking, which is also permitted in Lake Oswego, was assumed in the SWEA to minimize the amount of land devoted to parking.

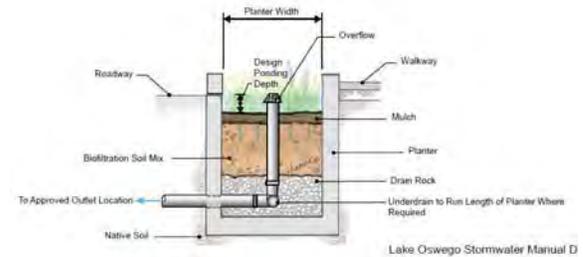
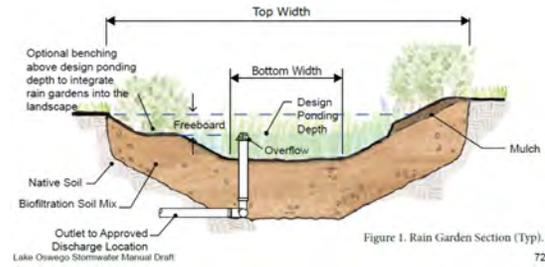
For both of the alternatives, parking is the primary driver for both scale and building orientation. Given that the SWEA is primarily employment focused and there is limited transit service, most employees will likely arrive by car and adequate parking must be addressed as part of the alternatives development process. However, for supporting uses such as coffee shops, delicatessens and other uses stakeholders identified as important, marked on-street parking or shared parking with neighboring uses could help to accommodate required parking without additional off-street requirements. On-street parking is an option for Neighborhood Collectors and Local Street classifications within the SWEA.

Stormwater

The SWEA includes publicly and privately owned properties, both of which will be required to provide stormwater management upon redevelopment. For both alternatives, at a minimum, stormwater management will require water quality treatment and flow control before discharging into the public right-of-way conveyance system (channels, pipes, ditches used to move water from one place to another).

Stormwater management facilities located within in the right-of-way (ROW) would treat and manage contributing runoff within the ROW. Stormwater management generated from private properties would be accommodated within the property boundary to infiltrate onsite before overflows discharge into a public receiving system. Stormwater management triggered by private development would be designed, constructed, and paid for by private property owners. When ROW improvements are required as part of redevelopment (e.g., roadway reconstruction, sidewalk installation), the private property owner would also be required to install stormwater facilities to manage the runoff from that section of ROW adjacent to their frontage.

Opportunities for shared/consolidated stormwater facilities between property owners and/or City can be explored when public and private projects are proposed and programmed.



Rain Gardens (top two images) can be placed in unused right-of-way or included as a part of development. Linear planter facilities (bottom two images) can be placed in planting strips or incorporated with on street parking.

ALTERNATIVE 1

This alternative (**Figure 9**) extends Jean Way south of Jean Road to connect with Lakeview Boulevard. This new connection provides several benefits for the SWEA, including:

- Providing a more direct connection for vehicle access from Lakeview to Boones Ferry Road, with a goal of reducing traffic along Lakeview.
- Providing a central connection for pedestrians to access other parts of the SWEA; and
- Providing interior access to large parcels south of Jean Road, encouraging development that is focused towards the new street and creating a more pedestrian-oriented business park environment.

This alternative focuses development in the central portion of the SWEA, primarily at the intersections of Pilkington/Jean Roads and along the new connection at Jean Way south to Lakeview Boulevard. Along the Jean Way extension, buildings would likely be smaller, multistory buildings with flex-office and some limited ground floor retail intermixed with other ground floor uses. This alternative would provide better connections between neighborhoods and employment areas with the new Jean Way connection.



This illustration shows the new Jean Road/Jean Way intersection proposed in Alternative 1. New buildings (white buildings are existing structures and assumed to not redevelop) are oriented to the street to provide an attractive pedestrian environment along with street trees and on-street parking. Off-street parking is located to the side or behind the buildings and are connected to allow shared access.

ALTERNATIVE 2

This alternative (**Figure 10**) focuses development along Jean Road with office park development similar to other office locations in the SWEA. Alternative 2:

- Maintains the existing circulation system, but improves the existing skewed Lakeview Boulevard/Jean Road intersection.
- Buildings south of Jean Road could be larger than under Alternative 1, but off-street parking requirements will likely limit them to one story with some limited two-story structures.
- Land uses under Alternative 2 are envisioned to be primarily office and flex space development in single story buildings.
- Less pedestrian-oriented because there are fewer connections between residential and employment areas. Potential for some limited active ground floor uses, such as coffee shops or restaurants.

In the central portion of the SWEA, buildings would front Jean Road with parking generally located behind those buildings.



Looking northwest, this illustration shows the Pilkington/Jean Road intersection in the Neighborhood Commercial zone. For both alternatives, development at this intersection is envisioned to be two to three story mixed use buildings. While residential is not the predominant land use in the SWEA, this intersection might be an attractive location for some residential or live-work units above commercial or retail businesses. Buildings are oriented to the street to provide an attractive pedestrian environment along with street trees and on-street parking or bike lanes (white buildings are existing structures and assumed to not redevelop). Off-street parking is located behind or tucked under buildings.

EVALUATION BASED ON PROJECT PRINCIPLES AND EVALUATION CRITERIA

Generally, both alternatives would meet the goals of the project, although Alternative 1 ranks higher because of the additional connectivity it would provide and the types of land uses it proposes that is more in line with what the community has said are important factors – walkability, things to do, and complementary land uses that support one another.

TRAFFIC ANALYSIS

The land use and infrastructure changes proposed under the two alternatives were compared to the existing zoning and transportation system to identify whether or not there would be a significant increase in the amount of traffic generated. The Institute of Traffic Engineers Trip Generation Manual (9th edition) was used to calculate the total potential trips associated with a reasonable highest use build out of the existing zoning, which was then compared to the potential trips generated under Alternatives 1 and 2.

Table 2 shows the potential square footage for each alternative and under the existing zoning, assuming buildings with low improvement values would redevelop over time. New structures or structures with high improvement values are assumed to stay the same and not redevelop within the 20 year planning horizon. Alternative 2 would provide the largest amount of square footage based on the development concepts generated for each of the alternatives.

Trip generation rates were then applied to the potential square footage by general land use category (General Commercial, Neighborhood Commercial, Industrial Park, and Industrial Park Overlay) within in the SWEA for each of the alternatives, as shown in **Table 2**. Overall, the number of additional trips related to each of the alternatives was very small, with an approximately 1.1% increase (or 30 additional PM peak hour trips) for Alternative 1 compared to existing zoning. Alternative 2 would have an approximately 2.6% (54 additional trips) overall increase.

To understand the impacts of these additional trips to the study area intersections, new volume-to-capacity V/C ratios were calculated, shown in **Table 3**. Volume-to-Capacity Ratio (V/C) is a measure that reflects the mobility and quality of travel of a road or intersection. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). For example, a V/C of 1.00 indicates the roadway facility is operating at its capacity. In the traffic analysis conducted during the Alternatives Evaluation task, the intersection V/C ratios either remained consistent or increased by 0.01 at all study area intersections under both land use alternatives.

Table 2. Potential Vehicle Trips by Alternative

Land Use Alternative	Potential Square Footage*	PM Peak Hour Trips
Existing Conditions		
<i>Existing Buildings not assumed to redevelop</i>	1,210,367	
<i>Development on vacant or redevelopable** parcels</i>	333,827	
<i>Total Potential Square footage</i>	1,544,194	2,213
Alternative 1		
<i>Existing Buildings not assumed to redevelop</i>	1,210,367	
<i>Development on vacant or redevelopable** parcels</i>	351,085	
<i>Total Potential Square footage</i>	1,561,452	2,243
Alternative 2		
<i>Existing Buildings not assumed to redevelop</i>	1,210,367	
<i>Development on vacant or redevelopable** parcels</i>	373,437	
<i>Total Potential Square footage</i>	1,583,804	2,267

* For vacant and redevelopable parcels, approximately 40 percent of the parcel is assumed to be building footprint. The remainder would be for parking, landscaping, storm water etc. Actual building footprints could vary when constructed.

** Redevelopable parcels are those with improvement to total values of less than 0.50.

Boones Ferry Intersections

Traffic operations at the study area intersections along Boones Ferry Road are expected to operate within capacity in year 2035, according to the calculated 2035 V/C ratios. The operations are based on the 2014 City of Lake Oswego TSP and only consider the PM peak period for the intersections listed in **Table 3**. Based on the PM operations the Boones Ferry Road at Pilkington intersection operates at a V/C of 0.77 and Level of Service C (characterized as stable flow at or near free flow). The Boones Ferry Road at Jean Way intersection operates at a V/C of 0.88 and Level of Service D. Level of service (LOS) is a qualitative measure used to relate the quality of traffic service. Both intersections appear to be well below the City’s operational mobility standard (LOS E).

Jean Way Intersections

The potential redirection of traffic from Lakeview and Pilkington to a potential new Jean Way extension may be absorbed during the PM peak period along the length of Jean Way. The intersection of Jean Way/Jean Road, which currently operates with an unconventional STOP-sign layout, was not analyzed for the TSP or this project. At this intersection, left turns are permitted without stopping from Jean Way onto Jean Road, and right turns are permitted without stopping from Jean Road onto Jean Way. These turning movements help to prevent traffic from backing up on Jean Way and Jean Road, but also make pedestrian crossings difficult. If Jean Way were extended, future study of this intersection would be required. Any intersection changes to improve pedestrian safety would need to consider the potential for traffic queuing and impacts on traffic flow.

The Jean Road/Pilkington Road and Jean Way/Jean Road intersections are closely spaced approximately 1,000 ft. apart, and could experience queuing impacts based on PM peak data. It is possible the peak direction of flow at these two intersections could be in the AM period, as residents access Boones Ferry Road and I-5 to commute to work each day. Queuing has been noted at the intersection of Jean Way and Boones Ferry Road with current conditions during the AM peak period. Further analysis of the AM peak period conditions is recommended to confirm the traffic operations for this stretch of Jean Way.

At the intersection of Jean Road and Pilkington Road, the 2014 TSP shows that this all-way stop-controlled intersection fails to meet the mobility standard of LOS E. The TSP lists a planned improvement to modify the existing striping and/or traffic control to improve intersection operations to address the issue. Recent land use applications have conducted updated analyses of this intersection, showing the intersection operating at LOS E. However, the remaining capacity is nominal and a traffic signal is recommended due to anticipated redevelopment within the SWEA. With a V/C ratio of 0.37 or 0.38 assumed at this intersection when signalized, it is safe to assume that with a signal, it would likely operate far below capacity and well within the City’s mobility standard of LOS E.

Table 3. Traffic Operations Comparison Between Land Use Alternatives (year 2035)

Intersection	Calculated TSP V/C	Calculated Alternative 1 V/C	Calculated Alternative 2 V/C
Jean Rd / Pilkington Rd	0.37*	0.37	0.38
Boones Ferry Rd / Jean Way	0.88	0.88	0.88
Boones Ferry Rd / Pilkington Rd	0.77	0.78	0.78

NOTE: * The V/C ratio for the intersection of Jean Road at Pilkington Road was not reported in the 2014 TSP, therefore, the V/C derived from VISUM, a traffic analysis software package, was used as a surrogate. It is important to note that VISUM assumes that an intersection is signalized when it calculates capacity; therefore, the V/C ratio shown for this intersection is representative of what could be achieved through signalization.

The results of the traffic sensitivity analysis indicated that under either land use alternative, anticipated development with the 20-year planning horizon could be accommodated by the current roadways and intersections, with the improvements recommended in this plan. Future public road, stormwater, sewer and water infrastructure improvements will provide the components for a complete district. The following section (The Recommended Alternative) identifies preliminary cost estimates for the proposed roadway improvements for the recommended alternative using the revised street cross sections.

PAC AND SECOND PUBLIC MEETING INPUT

Community members and other stakeholders gave their feedback on the land use and infrastructure alternatives and evaluation results at a second public meeting conducted in June 2015. Meeting participants participated in the following exercises:

1. Identify what they liked and didn’t like about the alternatives by writing comments and placing sticky notes on wall charts;
2. Identify the types and locations of land uses they want to see in the SWEA using sticky notes; and
3. Electronic voting on land uses, prioritization of infrastructure projects and potential funding mechanisms. Results of the polling were generally consistent with the sticky note exercise described in Exercise #2, above.

Following the second public meeting, the PAC met to discuss the public input and evaluation results and a recommended alternative. The section below captures the comments received from the PAC members and the second public workshop. These comments informed the development of the Recommended Alternative.

Sticky Note Exercise: Alternatives

Land Use

- The alternatives would provide high values jobs
- Will the recommended alternative encourage light industrial or different uses?
- I would like to increase the use of the property (current GC) to include higher uses (mixed-use condo/townhouses, multiple stories, retail, office, restaurants).
- Residential uses should only be live/ work or mixed use and not stand-alone residential buildings.
- Should there be a limit on the size of retail uses and should those only be located along Boones Ferry Road?
- Need gathering place for employees to eat
- Development concepts at the Jean Road/Pilkington intersection are appealing, but two story buildings are tall enough. Buildings should include ground floor commercial with housing or office space on the second story.
- There is demand in this area for small retail spaces, and that land along Boones Ferry Road would be appropriate for larger commercial uses.
- Retail uses not associated with a light industrial use should (continue to) be limited to the Jean/Pilkington intersection (Neighborhood Commercial zone).
- Alternative 1 offers a better street view and supports better options for retail/industrial.
- Parking behind buildings improves frontage.

Stormwater

- Bioswales at sidewalks/street tree areas for stormwater are not effective.

Transportation and Connectivity

- Extension of Jean Way is a good idea. Without formal access, people will use parking lots for short cuts.
- Alternative 1 would increase residential traffic on Jean Extension that is bad for neighbors.
- Traffic should be encouraged to use the higher street classifications/roads designed to carry more traffic.

Development Code

- The Committee noted that the implementing code should have more flexible permitted uses, and focus on what the community does not want in the district.
- Zoning should be flexible overlay, but not include residential
- Several committee members are concerned about land values pricing out light industrial uses, and noted that the current IP zone protects the area for light industrial.

Sticky Note Exercise: Desired Land Uses

General

- Light industrial all over!
- Craft store
- Bookstore
- Restaurants
- Bakery

North of Boones Ferry:

- Restaurant/Bar
- Hotel
- LA Fitness

North of Willow Lane (IP Overlay area):

- Grocery store
- Food carts
- Professional offices
- Brewery
- Restaurants at perimeter
- Bicycle shop

Willow Lane south to Jean Road:

- Health clubs 20,000 sq. ft.
- Delis, brewpubs and restaurants
- Daycare
- Ice cream shop
- Grocery stores (e.g. Trader Joe's)
- Professional office space
- Wholesale products businesses
- Smaller businesses (no chains)
- No bars
- Multi-family housing (at Jean & Pilkington)

South of Jean Road:

- Business parks, engineering and high tech
- Training facilities
- Businesses that don't bring big trucks
- Professional office space
- Coffee, wine and doughnut shops
- Light industrial
- Green space
- Flex space – starter space for tech/other
- Bowling alley



5. RECOMMENDED ALTERNATIVE

The Recommended Alternative is the Alternative 2 concept plan (**Figure 10**), which reflects the outcome of the planning process, technical analysis and input from the public and the PAC through the advisory committee process and the Planning Commission hearing. The Recommended Alternative provides both a short-term and long-term vision of the area that includes improving employment opportunities, connecting neighborhoods to the businesses in the SWEA, and improving the quality of the built environment for the benefit of both nearby residents and businesses. The Recommended Alternative is illustrated on the following maps:

- **Figure 10** – Alternative 2 / Recommended Concept Plan
- **Figure 11** – Zoning
- **Figure 12** – Transportation Infrastructure Projects

LAND USE AND REGULATORY STRUCTURE

The land use recommendation includes creating a SW Overlay District with the goal of increasing job densities, making the district an attractive business location with supportive uses such as small restaurants, and providing additional flexibility for property owners to meet evolving market demands. The SW Overlay District also provides site and building design standards for the district. As properties develop or redevelop, these standards will help to create a high quality and consistent pattern of development in the district, with a more engaging streetscape.

Another key feature of the land use recommendation is changes to allowed uses, which are recommended to be adopted with citywide Commercial Code Streamlining amendments. These include removing the limitation on professional office square footage in the IP zone, while continuing to allow all light industrial, manufacturing and warehousing uses currently permitted in that zone. It is also recommended to allow small restaurant uses co-located in office or light industrial buildings to provide an amenity for district employees and make the area more attractive for future businesses. The use changes for the NC zone include permitting residential above ground floor commercial in the in the NC and GC zones, streamlining the uses in the categories of office and repair, rental and service.

These land use recommendations are described in more detail in Section 6: Implementation.

TRANSPORTATION SYSTEM

Planning for a safe and efficient transportation system that serves cars, trucks, transit, pedestrians and bicyclists is essential to support the vision of an attractive environment in the SWEA that increases employment densities and is also a desirable place for businesses, employees and nearby residents. Freight access and circulation is an important component of the SWEA's street network. The Recommended Alternative improves connectivity along the existing street system for all modes, and improves truck circulation, while minimizing cut-through traffic in residential areas. The Recommended Alternative integrates stormwater management, pedestrian amenities, and vehicular circulation into the right-of-way.

Access Improvements

The Recommended Alternative includes the following improvements intended to provide easier access within and to the district (see **Figure 12**):

- **Realign the Lakeview Boulevard/Jean Road intersection** to improve freight access and reduce cut-through traffic in the surrounding neighborhoods. This project will realign Lakeview just south of Jean Road to tee up the intersection and eliminate the acute turning angle. Realigning the Lakeview/Jean Rd. intersection will improve sight distance for all modes of travel, provide a safer pedestrian crossing path, and reduce sharp turning maneuvers for freight vehicles. New stormwater collection and treatment facilities will eliminate the flooding that occurs during storm events at the Lakeview Blvd./Jean Rd. intersection. This realignment was recommended by the PAC in June 2015 following the Alternatives Evaluation, and timing allowed for this project to be planned concurrent with private redevelopment of 5892 Jean Road, at the SW corner of this intersection.
- **Connect Boones Ferry Road with Jean Road** to enhance pedestrian connectivity. In the mid-term, this connection could provide better pedestrian and bicycle access, while a long-term project is to create a safe vehicle access into the SWEA. A vehicle connection is a long-term goal beyond the 20-year planning horizon and would require negotiation with Union Pacific Railroad and ODOT Rail to secure approval for a new at-grade rail crossing. The new intersection at Boones Ferry Road would consist of a pedestrian crossing likely signalized with a rectangular rapid flashing beacon or other device (mid-term); a full traffic signal may be considered in the long term.

Intersection Improvements

Improvements are recommended at the two Jean Road intersections, Jean Way and Pilkington Road, to improve pedestrian access and safety, and at Pilkington to improve traffic flow into and out of the district. Improvements are also recommended at the constrained intersection of 65th and McEwan, to widen the turning area for trucks traveling between the south end of the SWEA and the Lower Boones Ferry Road/ I-5 interchange area.

Improved Bicycle and Pedestrian Circulation

The Recommended Alternative proposes an expanded multimodal circulation system (see **Figure 12**) that includes adding designated bicycle lanes or shared travel lanes for bicycle and vehicles, and completing missing sidewalks for pedestrians to connect key locations in the SWEA.

Improvements include:

- **Redesigning Lakeview Boulevard to be more pedestrian-friendly.** The Recommended Alternative includes reconstructing Lakeview Boulevard to include a sidewalk on one side of the street, shared use lanes for vehicles and bicycles, stormwater facilities, and vegetative buffers between the street and the industrial development to the north of the roadway (see cross section **Figure 14**). The sidewalk could be placed on either side of the street. Placed on the north side, future sidewalks would connect to the sidewalks on the north side of 65th Avenue and would be implemented with required frontage improvements associated with new development

in the industrial park. While a sidewalk across the street from the residential area would require residents to cross Lakeview, traffic is generally low and will permit safe access.

- **Wider sidewalks.** All streets will have at least 8' foot sidewalks and landscaping.
- **Safe and efficient pedestrian crossings and bike infrastructure** as either shared travel lanes or dedicated bicycle lanes. Dedicated bicycle lanes are included on Boones Ferry Road (see cross section **Figure 15**), Jean Road and Pilkington Road. Designated bike lanes are located to connect to the larger bicycle network outside of the SWEA. Shared travel lanes, such as the ones proposed on Lakeview Boulevard, will be provided along streets where slower vehicle speeds and lower traffic volumes are expected.

Transit Service

The Plan can accommodate existing and future transit service. Increased employment densities and improvements in pedestrian and bike connectivity support improved transit service. As employment increases in the area, TriMet and the City should continue to advocate for increasing transit service within the SWEA.

Truck Circulation and Parking

The Recommended Alternative assumes that truck traffic in the SWEA will continue and that larger trucks will be accommodated for deliveries. As streets are designed, the turning radii of larger WB-67 class vehicles should be considered. These larger vehicles have specific space needs, and while they can be accommodated in the proposed street cross sections, some turning movements will need special considerations. The Recommended Alternative includes several strategies.

Near-Term Strategies (prior to roadway improvements described above):

- Work with the Rosewood and Bryant neighborhood associations, and residents adjacent to Lakeview Boulevard and other light industrial properties, to develop good neighbor agreements with light industrial businesses, particularly with regard to freight truck activity and noise related to business operations. The good neighbor agreements may be used to identify alternative truck parking/idling locations, business contacts for neighborhood concerns, and to reach mutually agreeable solutions to other concerns arising from the close proximity of residential and light industrial uses.
- Post signage along Lakeview Boulevard to identify truck routing, discourage cut-through freight traffic into the neighborhood, and encourage courtesy to residents along this road.
- Realign the Lakeview Boulevard/Jean Road intersection to improve the truck turning radii to/from the SWEA.
- Improve Kenny/Lakeview Boulevard intersection to restrict trucks from entering Kenny Street into the residential neighborhood.

Mid-Term Strategies

- Improve the McEwan Road/65th Avenue corner to improve freight access in the southern portion of the SWEA.
- Route large trucks (WB-67) from Boones Ferry Road to McEwan Road. Assuming McEwan Road/65th Avenue intersection improvements are designed to improve the corner angles, this

route shortens the trip between I-5 and the south end of the industrial park. This routing for large trucks provides larger trucks better maneuvering at corners with difficult turning radii, such as Lakeview and Jean Road. It also reduces the distance required for trucks to travel adjacent to residential areas and supports opportunities for parking locations for idling vehicles away from residential areas. Smaller freight vehicles could use any of the roads, but should be routed to provide the most direct path to their destination.

- Include short-term parking for larger freight within the SWEA and away from the residential area such as on interior parking areas away from residential areas, or in the adjacent light industrial and commercial area west of the railroad tracks.

STORMWATER INFRASTRUCTURE IMPROVEMENTS

The Recommended Alternative implements the City's approach to stormwater management as detailed in the Stormwater Management Manual and Utility Code amendments adopted by City Council in February 2016. At the time of SWEA Plan adoption, this approach calls for private properties to manage stormwater on-site, and places stormwater management facilities serving roadway runoff within the public right-of-way. Shared public-private facilities may be explored should this approach align with City policy at the time of redevelopment within SWEA and reconstruction of roadways such as Lakeview Blvd. as part of the City's Capital Improvement Program.

Treatment Approaches

Facilities in the SWEA should be geared toward stormwater treatment to remove pollutants, with a preference for infiltration-based approaches rather than detention. Public and private properties shall consider using low impact development (LID) facilities such as vegetated swales, rain gardens and planters to provide distributed treatment of stormwater runoff throughout the developed area. Treatment through mechanical systems within manholes or inlets (e.g. filter cartridges) is not preferred due to their required maintenance and cost, but may be considered in areas where space is limited. Private properties are also encouraged to consider the use of permeable pavement or pavers in parking lots to reduce site runoff and reduce the need for drywells and similar facilities.

Most of the area north of Jean Road drains to stormwater Basin BF, which contains a conveyance system. Runoff is detained in an existing regional detention pond located to the east of the study area between Lower Drive and Rosewood Street. Runoff infiltration should be incorporated to the maximum extent practicable; however, right-of-way redevelopment within Basin BF (including Boones Ferry Road, part of Pilkington Road, Willow Lane, Rosewood Street, and Jean Way) will only be required to provide treatment of runoff generated within the right-of-way. Private properties draining to roads within Basin BF will be required to provide treatment, infiltration, and/or detention upon redevelopment.

Areas that drain to Basins JR and RG (generally located south of Jean Road), with the exception of Jean Road, do not contain a public conveyance system. Redevelopment of right-of-way within the JR and RG systems will trigger stormwater management including treatment, infiltration, and/or detention under the city's stormwater code. Development or redevelopment of private properties that drain to rights-of-way within this basin (including those along Lakeview Boulevard, McEwan Road, and Jean Road) may trigger these same requirements for stormwater management to be designed, constructed, and paid for by the private property owners.

Infiltration Approaches

Infiltration facilities located within the ROW, such as drywells that are designed to infiltrate treated stormwater into the ground, will need to be registered with the Oregon Department of Environmental Quality under the Lake Oswego permit and maintained by the City. Facilities constructed on private property will need to apply for separate permits, and are expected to be maintained by the property owner. In areas where native soil infiltration rates are low or groundwater is high, this method of disposing stormwater runoff may not be feasible. While infiltration in this area is generally good, because soil characteristics can be variable from site to site, detention facilities may be needed in conjunction with infiltration facilities to comply with stormwater management requirements.

RESIDENTIAL INTERFACE

The Recommended Alternative aims to improve the interface between residential and light industrial uses, which are located in close proximity, primarily along the narrow Lakeview Blvd. and 65th Avenue that serves as the border between the Industrial Park zone and low-density residential zones. Infrastructure improvements to provide sidewalks, landscaping, and stormwater management, and to prevent through truck traffic on local residential streets, are intended to improve quality of life for nearby residents while making the employment area more functional and attractive for businesses. Land use recommendations also serve to improve the light industrial edge over time, as properties redevelop to meet current standards and truck loading areas and other exterior industrial operations are located away from the street. This plan recommends additional Action Steps (See Part 6, Implementation) to address livability issues resulting from the close proximity of homes to light industrial uses. These will involve ongoing outreach and communication to neighbors and businesses, giving each the tools to resolve problems and be good neighbors.

BRANDING AND SIGNAGE

As noted earlier, Lake Oswego's Southwest Employment Area is not a planned district or modern business park setting. It is a collection of blocks and properties without an organized street pattern, defined edges or gateways or an overall identity or brand. Some SWEA properties have signage noting that they are a business or medical center or a business park, which makes the area even more confusing.

During the planning process business owners noted that local businesses get deliveries from across the United States and that truckers have a hard time finding the area and getting through the area to their destination. They further noted that businesses spend a lot of time on the phone directing truckers to their locations.

The Recommended Alternative includes several strategies to address these identity and wayfinding issues:

- The City and business/property owners should work together to develop an overall identity or brand for the entire SWEA that aims at "putting it on the map" and getting it recognized throughout the region. To compete with other larger and more modern business parks and industrial areas, SWEA should be recognized as one overall Lake Oswego district dedicated to business and employment growth.

After a brand is generated, gateway locations should be targeted for signage that reinforces the new area name and brand. These should be considered at the intersections of each street connecting to Boones Ferry Road, Pilkington Road and Lakeview Boulevard, and the rail tracks on the west side of the area. Such signage could incorporate public art, not only to increase the area's recognition, but to add uniqueness to its brand or theme.

- Properties with existing monument signs should be encouraged to consider modifying these signs to reflect the new area name/brand. An example is the Lake Oswego Medical Center sign at Jean Way and Boones Ferry Road and the new gateway fountain at the Goodwill property at Pilkington and Boones Ferry Roads. These sign structures are examples of locations that may have feasibility to be converted into new business park gateway signs.

Wayfinding signs should be considered along each street within the SWEA to help direct traffic to area streets, local properties, businesses or addresses. Such signs could incorporate the area logo and colors to further reinforce its brand and identity.

Like a modern business or office park, business signs on each property and building could eventually be considered for a possible change to a common sign type with addresses. Such an initiative would also help facilitate access to individual properties as well as add to the branding of the area as a modern place to do business.

- Public art should also be considered throughout the area as a way of creating a unique and more recognizable brand or theme. Sculptures at gateways, building entrances, public walks and plazas along with building murals could help enhance the physical environment.

COST ESTIMATES

Public infrastructure, including roads, stormwater, sewer and water infrastructure, is needed to fulfill the vision of the plan and to provide the structure for a complete district. Estimated project costs are included in **Chapter 6: Implementation**. Not all projects are assumed to be constructed at the same time, with some infrastructure projects likely to be completed as part of development of individual sites, while others may be constructed by the City as capital improvements. Willow and Rosewood improvements will likely be completed as adjacent development projects occur and have not been included in the cost estimates. Cost estimates include:

- Roadway pavement (4" asphalt on 15" base), removal of structures and obstructions, clearing and grubbing, earthwork, subgrade stabilization and geotextile, concrete curbs and sidewalks;
- Signage, striping, illumination, landscaping and erosion control;
- Stormwater infrastructure (in street), but does not include regional treatment facilities;
- Contractor mobilization and traffic control; and
- Engineering and contingency (70%).

Cost estimates include design and engineering, but do not include right-of-way acquisition, utility relocation, new utilities (except for stormwater), signalization or hazardous material removal/abatement costs.

6. IMPLEMENTATION

This chapter provides direction on the actions required to transform the SWEA District into a vibrant employment base and a more modern and pedestrian-friendly business park. Implementation will require several actions, which are grouped into three major categories:

- Funding sources and partnership opportunities;
- Regulatory actions; and
- Infrastructure investments.

Public funds will be required in order to build and implement the transportation and other infrastructure improvements envisioned by the SWEA Plan. Private investment will also be required, since public funds are limited and the list of unfunded capital improvements is extensive.

Transportation and other infrastructure investments in the SWEA have the potential to spur development that builds upon the SWEA's already active employment base. This redevelopment has the potential to bring in new property taxes, development fees, and jobs for the community. Implementing these actions should be viewed not as a subsidy but as an investment that generates a significant and positive return.

In addition to funding for infrastructure improvements, local economic development programs can bolster private investment and job growth in the SWEA. In October 2015, the City Council approved the creation of an enterprise zone for the SWEA, though an expansion of Tigard's zone to create the Tigard/Lake Oswego Enterprise Zone. This program, authorized by the State legislature, provides opportunities for traded sector and headquarters businesses to receive a tax abatement on the value of new facilities and equipment for a 3-5 year time period, when the company increases employment and meets other requirements. Implementation of this program signals the City's interest in supporting the growth of existing businesses, attracting new companies to the SWEA and strengthening the area as a key Employment Center.

FUNDING SOURCES AND PARTNERSHIP OPPORTUNITIES

The following list of potential funding sources has been narrowed from the Alternatives phase, based on the final list of projects and feedback provided throughout the project. **Table 4** at the end of this chapter lists each project that needs to be funded, and the funding sources most applicable to each project. Most of the projects are focused on transportation improvements and will be the responsibility of the City. However, property owners in the district could help to pay for some or the entire improvement project from which they will directly benefit, as a condition of redevelopment or through a local improvement district.

Local Improvement District

Local improvements districts (LIDs) are special districts where private property owners pay an assessment to finance a shared capital infrastructure project that specially benefits their properties, such as utility or streetscape improvements. LIDs enable the public and private sectors to share the cost of needed infrastructure and to finance it over long-term bond repayments with low interest rates, rather than paying up front. Thus, they could be used to build out various street and other capital improvements described in the plan. LIDs can be initiated by the City or through a petition of property

owners. Except in the case of projects limited to sidewalk improvements, or emergency circumstances, formation of an LID can be delayed for six months if two-thirds or more of affected property owners object. LIDs would be most appropriate to fund new street construction and sidewalk improvements as well as area identity and wayfinding signage, where property owners paying the LID assessment would benefit from improved infrastructure as well as increased property values and redevelopment opportunities.

Urban Renewal District

An urban renewal district is a special area designated by the city where the growth in property tax revenues within the district is used to support revenue bonds that pay for capital improvements. This is known as tax increment financing. The City of Lake Oswego currently has two urban renewal districts. One is the East End District, which is currently being used, in part, to support public-private redevelopment, infrastructure improvements, public parking, and storefront/facade improvements for district buildings in the downtown.

The Lake Grove District was created to fund improvements to Boones Ferry Road and public parking in support of the Lake Grove Village Center plan. While urban renewal is primarily a funding source, it is also a signal to developers that the city is committed to the area by establishing a funding mechanism that ensures needed improvements are done in a timely manner. To form an urban renewal district, the City Council must approve an urban renewal plan that describes the conditions of blight, the district boundary, a list of planned projects, and a financing plan to implement projects. Because tax increment financing relies on the growth in property values either from new development or annual increases in assessed values, there is often a lag of several years between the formation of the district and when enough revenues are generated to accomplish major projects. Potential projects and actions that could be implemented or funded through urban renewal, as noted above, include: street improvements, utility infrastructure, parking facilities, land acquisition/assembly, and loans or grants for private development, among others.

Capital Improvement Program and Systems Development Credits

The City can designate projects for funding in its capital improvement plan (CIP). Generally, a CIP identifies capital projects (and some major equipment purchases) during a five year period, providing a planning schedule and identifying opportunities for financing the projects in the plan. Capital improvement plans coordinate community planning, financial capacity, and physical development. The largest sources of CIP funding for transportation and stormwater improvements are gas tax and vehicle license revenues, the general fund, and street maintenance and stormwater fees. Other sources include Systems Development Charges (SDCs), which are fees collected on new development. Transportation SDCs are calculated based on trips per day generated by the type of use. Developers are typically required to build local frontage improvements serving a development as a condition of approval. However, developers are often given SDC credits when building a “qualified public improvement” based on the amount they would have been charged in SDC fees compared to the value of the improvement. SDC credits are not a source of funding. Rather, they are a reduction to the revenue that will be received by the City, in exchange for a new public facility that the City does not have to build. It is a way to direct SDCs into a specific area where the expenditure is timely and consistent with adopted plans.

Metro Nature in the Neighborhoods

Metro provides competitive grants to neighborhood organizations for the development of parks and open space improvements including both restoration and capital projects. Grants are given to a variety

of projects that “involve the community, foster diverse partnerships and innovation, and spur economic development with environmental benefits.” This could be a source of funding for innovative stormwater management needed in the SWEA.

- **Restoration Grants**

Restoration projects cover a diverse range of projects that contribute to clean water and air. Small grants are awarded up to \$25,000 and large grants are awarded up to \$100,000. Application are due in the spring and grants are awarded in the fall.

- **Capital Grants**

Capital projects must result in a capital asset with at least a 20-year life span and a minimum value of \$50,000. Grant awards have ranged from \$35,000 to \$1 million. Applications are due in the fall and awarded in the spring.

Other Grant and Loan Programs

Other grant and loan programs might be available at the regional (Metro), state, and federal levels that should be pursued proactively by staff and stakeholders, although they may be limited for local street improvements. Metro manages the regional flexible funding program for transportation improvements, which are very competitive, but are based on keeping neighborhoods safe, supporting economic vitality, and utilizing existing transportation, all of which would apply in SWEA’s case. Street improvements have to be of regional significance to qualify for funding. Industrial land is very important to Business Oregon. While current incentives are not targeted toward local street improvements, it might still be a good resource to consider and position the City for pursuing grants and other funding for the SWEA.

Business Oregon Special Public Works Fund

This is primarily a loan program (but sometimes grants are available) funded by Business Oregon’s Infrastructure Finance Authority for the purpose of planning and construction of a range of infrastructure and development activities for projects that support immediate job creation and/or retention.

Oregon Department of Transportation Immediate Opportunity Fund

The IOF provides gap funding for transportation projects that support the retention or recruitment of businesses in Oregon. Projects must meet a range of criteria and all other funding sources must be exhausted before the IOF is considered.

REGULATORY ACTIONS

Regulatory Action Item 1a: Amend the Permitted Uses in the Industrial Park (IP) Zone and Industrial Park Overlay (IPO) District Area

Several changes are recommended to the permitted uses in the IP zone and the IPO District to support the goals of increasing employment and supporting redevelopment, as well as streamlining the use regulations as drafted for the citywide Code Streamlining project to create a more flexible, modern code that is easier to understand and administer. The following changes in permitted uses are recommended for adoption as part of the citywide Commercial Code Streamlining code amendments:

IP Zone Use Changes

- Allow any type and size of professional office use. This changes the current 15% gross site area limitation on office uses that are not supporting an industrial use.
- Continue to allow retail that is accessory to goods being manufactured, processed or assembled on-site, but change the maximum size from 3,000 sq. ft. of gross floor area per site to 25% of the gross building floor area, not to exceed 5,000 sq. ft.
- Allow restaurants (includes coffee shops and delis) as accessory uses. The use must not exceed 2,000 sq. ft. in gross floor area and must be co-located in a building with another permitted use. This amendment would expand the provision currently allowed in the IP Overlay District, to the rest of the IP zone.

IP Overlay (IPO) Use Changes

- Allow any type and size of professional office use. A single 'Office, Business, or Professional' use category would replace the list of 28 specific office and service uses currently permitted.
- Allow food cart pods, subject to specific standards to be adopted concurrent with amendments to the Use Table. Use-specific standards should be designed to achieve high-quality design for the cart pods. They would include standards such as parking requirements; number, spacing and design of carts; seating areas; exterior lighting, landscaping and surface treatment; permanent structures; sanitation facilities; OLCC sales or prohibitions; and hours of operation. This would be a new permitted use in the city.
- Do not permit new self-storage developments (existing or previously approved uses may continue to operate).
- Allow any type of retail use, rather than limiting the specific type of goods sold.
- Allow retail uses up to 35,000 sq. ft. in the IPO area. This increases the current size limit of 20,000 sq. ft. per use for sales of tires, batteries and motor vehicle accessories, and 10,000 sq. ft. per use for office equipment, apparel and accessory, building supply (including paint), garden supply, florist, and furniture.
- Limit retail uses in the IP and IPO zones to a maximum of 60,000 sq. ft. in a single building, on a single parcel or on adjacent parcels to Comply with Metro Title 4 limitations for Employment Land. This is increased from the current limit of 20,000 sq. ft.
- Relocate the standards in the IP Overlay District to the Use Regulations and Conditions section of the Community Development Code (LOC 50.03), and eliminate the overlay district. With recommended modifications, the unique uses allowed in the overlay area will continue to apply.

Regulatory Action Item 1b: Amend the Neighborhood Commercial (NC) and General Commercial (GC) Zone Permitted Uses

The GC-zoned properties in the vicinity of Jean Way and Boones Ferry Road are currently limited to those uses permitted in the NC zone, along with a limited number of additional office and business service uses. In the Neighborhood Commercial zone, it is recommended to allow high-density residential as a permitted use on upper stories, when commercial uses are provided on the ground floor. This change allows for mixed-use development in the Neighborhood Village area of the district, consistent with direction in the Comprehensive Plan.

Regulatory Action Item 1c: Amend Design Guidelines

The Advisory Committee has stressed the need to increase employment opportunities in the Southwest Employment Area while also providing for a highly walkable and accessible street environment. To meet this need, site and building design standards are proposed as a new SW Overlay District, which would apply to all properties zoned Industrial Park (IP), General Commercial (GC), and Neighborhood Commercial (NC) within the Plan's boundary. The overlay standards require 30-50% of the building to be located within 20 ft. (10 ft. in NC zone) of the front property line, and buildings to be designed with facade articulation, and street-oriented entrances and walkways. The standards also identify streets as primary or secondary streets, depending on location and orientation within the district. Primary streets require a higher percentage of the building to be constructed at the street, with parking located to the side or behind buildings to create a more visually appealing area for pedestrian and increasing safety with more eyes on the street. Secondary streets also require a portion of the building to orient toward the street, but would allow parking in front of a portion of the building. Locating parking to the side or rear of the structure also helps to site truck loading areas further away from sidewalks and adjacent residential uses.

Regulatory Action Item 1d: Amend the Transportation System Plan

The Transportation System Plan (TSP) should be updated to include proposed capital improvement projects described in the Infrastructure Investments section below, and to include the new street cross sections. Due to the necessity of roadway improvements, to apply consistency to roadway cross sections, and to respond to the high traffic volumes, McEwan Road should also be considered for an upgrade to its functional classification from a local street to a major collector between 65th Avenue and the railroad tracks, which more-closely aligns with the City of Tualatin's designation of major collector. A change to functional classification will strengthen the need for complete street improvements within grant applications and capital improvement expenditures. No change to McEwan's posted speed is necessary, desired, or proposed at this time.

Regulatory Action Item 1e: Review/Revise City Noise Code

This action involves reviewing the City's current noise/nuisance code for any needed revisions to address the needs of residents and businesses in the SWEA, with a particular focus on noise concerns along residential-industrial interface.

INFRASTRUCTURE INVESTMENTS

Public infrastructure, including roads, sidewalks, and parks, provide the bones for a complete community. The quality, location, and character of infrastructure significantly influence the livability of an area. Public infrastructure intervention means that the public bears some or all of the cost of infrastructure improvements. This type of investment can be a powerful tool in transforming communities and increasing the viability of desirable forms of development. However, not all projects are assumed to be constructed at the same time. While some infrastructure projects will likely be completed as part of development, the City may construct other projects if it will catalyze development sooner. The following projects (see **Figure 12**) are prioritized based on public input, PAC direction, and needs already identified through previous planning processes such as the Transportation System Plan Update process. Infrastructure projects included in the Council-adopted SWEA Plan should be added to the City's Capital Improvement Plan (CIP) when it is next updated, anticipated for spring of 2017.

The quality, location, and character of infrastructure also influence the cost and feasibility of development. For example, pedestrian, bicycle, and vehicular connections that provide access to property and links to transit enhance the marketability of commercial and residential development. Short, walkable blocks promote an urban environment and robust pedestrian network. Safe, attractive pedestrian and bicycle connections improve the vitality of an area and boost the development potential of property. Effective access management, providing safe and efficient street crossings and business access, can turn a major thoroughfare, such as Boones Ferry Road, from a barrier into a more desirable place to visit.

Infrastructure Action Item 2a: Lakeview Boulevard/Jean Road Intersection Realignment

Estimated cost: *Included as part of the Infrastructure Action Item 2b*

This project realigns the intersection, removing the skewed configuration and improving the truck turning radii at the Lakeview Boulevard/Jean Road intersection. This project could be constructed as an interim improvement or as part of the larger Lakeview Boulevard improvement project (Infrastructure Action Item 2b) to permit freight movement while minimizing the amount of cut-through traffic in the residential neighborhood. This project will involve purchasing right-of-way to construct a realigned intersection.

The City should initiate this realignment opportunistically when there is a willing property owner, as redevelopment occurs, or in conjunction with other Lakeview Boulevard improvements. This facility could also serve as a facility for adjacent private development in addition to runoff from public rights-of-way.

Infrastructure Action Item 2b: Lakeview, 65th and McEwan Right-of-Way Improvements

Estimated cost: \$2,819,350

This project includes the design, engineering and construction of major right-of-way improvements along the southern and western edges of the SWEA. The improvements should be designed as a single corridor, but may be separated into separate construction projects for Lakeview/65th, and McEwan. This infrastructure project is intended to:

- Create streets that support light industrial and other employment uses while protecting the residential neighborhood from adverse impacts resulting from industrial park activities;
- Provide for public safety, including pedestrian safety, generally, safe routes to school, and emergency vehicle access to the neighborhood/district; and
- Create an aesthetically pleasing street that encourages investment in the area while also meeting the functional needs for vehicles, pedestrians, stormwater management and other infrastructure.

The first phase of this project would be a refinement plan that provides additional analysis and design prior to initiating engineering for the street improvements. The refinement plan should be developed through a collaborative process between residents and businesses along these roads, and should include broad public outreach such as a display of design options for review along the roadways.

The same cross-section is proposed for Lakeview Boulevard, 65th Avenue and McEwan Road, as illustrated in **Figure 14**. The cross-section includes two shared-use travel lanes (bicycle and vehicle traffic), a continuous sidewalk along one side of the road, street trees and a vegetated buffer with stormwater treatment to help provide visual separation between the residential and light industrial uses.

Improvements should be built all at once by the City, and funded through the CIP and/or a LID, rather than being implemented in pieces through private redevelopment. It should be noted that implementing the right-of-way improvements in pieces would cost more than constructing the improvements as a single project. Intersection modifications identified as part of the Neighborhood Truck Restriction Improvements along Lakeview and 65th (Action Item 2h) may also be grouped with the roadway improvement project for design and construction purposes.

Infrastructure Action Item 2c: 65th Avenue and McEwan Road Intersection Improvements (Truck Access and Pedestrian Safety)

Estimated cost: \$410,000

This project improves the narrow intersection of 65th and McEwan by widening the paved travel lanes within the existing right-of-way, rounding the corners, and removing utility poles that are currently conflicts for both freight and pedestrian traffic. This may require some additional right-of-way dedication on the north side of the intersection and relocation of overhead electrical lines and poles that currently constrain the intersection for large vehicles. Relocation of the utilities, currently placed close to the paved travel lane within a 25 ft. area of unimproved right-of-way, will be a significant coordination effort due to the number of intersecting lines and different utilities. This project may be completed as a short-term action item to provide better access for freight, or be completed with right-of-way improvements along 65th Avenue and McEwan Road. If undertaken as a phased project, adequate right-of-way should be purchased to complete the entire project in the first phase.

While improved road design throughout the travel corridor is preferred, addressing this intersection is critical for routing freight trucks to/from the south end of the SWEA. As an area-wide safety concern, this should be included on the City's CIP and built by the City in conjunction with redevelopment in the area, or when funded.

Infrastructure Action Item 2d: Stormwater (in Public Rights-of-Way)

Estimated cost: *Included as part of each project*

This project utilizes extra right-of-way space for stormwater retention facilities, where possible, to treat and manage contributing runoff within the right-of-way. One such facility could be the remnant triangle resulting from the realignment of Lakeview Boulevard at Jean Road. Other facilities would be placed parallel to the travel lanes in streets where the right-of-way exceeds the necessary width.

The City should apply for a capital grant from the Metro Nature in the Neighborhoods program. Engaging and organizing a citizen group to participate would probably make the grant application more competitive.

Infrastructure Action Item 2e: Jean Road and Jean Way Intersection Pedestrian Improvements

Estimated cost: \$100,000-200,000

This intersection permits two turning movements without stopping, which is designed to prevent vehicle queuing for the predominant direction of travel (between Boones Ferry Road and Jean Road east of Jean Way). This project improves pedestrian access and safety at this intersection, which may include closure of some crosswalks, directing pedestrians to safe designated crossing locations.

Infrastructure Action Item 2f: Neighborhood Truck Restriction Improvements

Estimated cost: *Included as part of Infrastructure Action Item 2b*

This project focuses on restricting truck traffic from using the low-density residential area south of Lakeview Blvd. It includes a combination of wayfinding signage along Lakeview Blvd., traffic control signage (e.g. 'No Thru Truck Traffic') at locations around the perimeter of the neighborhood, and developing site-specific intersection design solutions that discourage through truck traffic while allowing for necessarily emergency vehicle and local delivery access. This includes redesigning the intersection of Kenny St. and Lakeview Blvd. to narrow the Kenny entrance and act as a visual cue that you are entering a local residential street. The specific intersection treatments would be identified during the design and engineering process, with input from neighbors and emergency response personnel.

Infrastructure Action Item 2g: Jean Road/Pilkington Road Intersection Improvements (TSP Project #62)

Estimated cost: \$316,000 (without right-of-way acquisition)

This project involves constructing a new traffic signal and completion of pedestrian facilities at the intersection. Transportation System Plan project #62 lists the realignment/restriping of travel lanes, installation of four ADA ramps, and completion of a 300 ft. sidewalk along the east side of Pilkington, north of Jean Rd. among six fiscally constrained transportation improvement projects, and notes citizen suggestions to signalize the intersection. Further improvements could extend sidewalks or pathways to complete connectivity. Right-of-way acquisition would be required along Pilkington north of Jean Rd., where the existing right-of-way width is only 30 ft.

Infrastructure Action Item 2h: Branding and Signage Improvements

Estimated cost: To be determined

This project involves planning and implementing a consistent signage and wayfinding system to brand the SWEA as a cohesive and recognizable employment and business center in Lake Oswego, as described in the Recommended Alternative. This action includes the development of a district name and logo that can be used on signage, along with implementation of new gateway signs at key intersections, and metal wayfinding signage throughout the area. Public art may also be considered at gateways and other locations throughout the area to reinforce the area's identity.

Infrastructure Action Item 2i: Jean Road Extension over Railroad Tracks (*Very Long Term. Outside of 20-year planning horizon*)

This project involves constructing a new at-grade railroad crossing connecting Jean Road with Boones Ferry Road. This improvement will enhance pedestrian connectivity and create a safe access to

commercial areas in Tualatin, where informal pedestrian crossings occur today. This is envisioned to be a long-term project (timeframe is anticipated to be beyond the planning horizon of this plan) due to the complexities involved in constructing a crossing over a railroad and funding concerns; thus, a pedestrian-only connection may be a more feasible short-term option. Regardless of timing, the City can begin conversations with the railroad and ODOT Rail to assess their willingness to allow a future crossing in this area.

LIVABILITY ACTIONS

Several non-regulatory actions are recommended to improve the interface between light industrial and adjacent residential uses. These action items are program or project-based tasks, and may be ongoing.

Livability Action Item 3a: Identify Alternative Truck Idling Location

This action involves identifying nearby property/business owners who are located away from residential zones, and may have unused parking space available for early morning truck parking. The City would work with the property/business owner to develop an agreement for trucks to use their parking area while waiting for SWEA businesses to open for morning deliveries. Outreach would then be conducted to businesses in the SWEA to inform them of the idling location, and remind businesses that City code prohibits parking a truck in the public right-of-way for more than 3- minutes between the hours of 12 a.m. and 6 a.m. This action is intended to support business operations while improving livability for residents along Lakeview Blvd.

Livability Action Item 3b: Develop a Truck Routing Plan

This action involves developing a plan that identifies the streets and direction of travel that trucks should use when driving to/from businesses in different areas of the SWEA, and distributing that plan to area businesses. The plan would also include information about the truck idling location described in Action Item 1a and City codes regulating parking in the ROW. The City would make this available through the City's website and provide the information to new companies when they apply for business permits with the City.

Livability Action Item 3c: Develop Good Neighbor Agreements (as needed)

This action involves working with nearby residents to help them resolve concerns that may arise from the operation or maintenance of light industrial and commercial properties. This action would be implemented on an ongoing and as-needed basis. Concerns that may be addressed include noises from business equipment or machinery, outdoor activities, lighting, or truck traffic. The City could assist by contacting the business, mediating a discussion between the business and neighbors, helping to develop mutually agreeable solutions, and facilitating a written agreement between the parties.

Livability Action Item 3d: Provide Reference/Contact Sheet to Nearby Residents

This action is an outreach and communication effort to residents who live near the SWEA. Working with residents and neighborhood associations, the City would develop a reference sheet for distribution to nearby homes that includes information about who to contact with various concerns (e.g. call the Lake Oswego Police non-emergency number for truck idling on Lakeview Blvd. from 12-6 a.m.), and where to find information online. The area south of Lakeview is largely unincorporated, so the reference sheet would also provide Clackamas County information and guidance on whether the City or County should be contacted. This information would help to facilitate problem solving between residents, the City, County and businesses.

Table 4. Action Items

Action Item	Project	Implementing Agencies/ Partners	Cost Estimate	Potential Funding Sources	Time Horizon/ Priority
Regulatory Action Items					
1A	Amend the IP Zone and IP Overlay Zone Permitted Uses				With plan adoption
1B	Amend the NC Zone and GC Zone Permitted Uses				With plan adoption
1C	Amend Design Guidelines				With plan adoption
1D	Amend the Transportation System Plan				With plan adoption
1E	Review/Revise City Noise Code				Near-term
Infrastructure Investments					
2A	Lakeview Blvd./Jean Road intersection realignment	City	\$250,000	<ul style="list-style-type: none"> Street Fund 	High priority Near-term
2B	Lakeview Boulevard, 65 th Ave. and McEwan Rd. right-of-way improvements	City	\$2,819,350	<ul style="list-style-type: none"> CIP Adjoining property owners/LID Metro Nature in the Neighborhoods 	High priority Near-term
2C	65 th Avenue and McEwan Rd. intersection improvements	City	\$410,000	<ul style="list-style-type: none"> CIP 	High priority Near- to mid-term
2D	Stormwater management	City	\$ Included with ROW projects	<ul style="list-style-type: none"> Metro Nature in the Neighborhoods CIP 	High priority Near-term
2E	Jean Road/Jean Way intersection pedestrian improvements	City	\$100,000-200,000	<ul style="list-style-type: none"> CIP 	High priority Near-term
2F	Neighborhood truck restriction improvements	City	\$ Included in 2b	<ul style="list-style-type: none"> CIP 	High priority Near-term
2G	Jean Road/Pilkington Road Intersection Improvements (TSP Project #62)	City, possibly property owner	\$316,000	<ul style="list-style-type: none"> CIP Contributing property owners SDC 	High priority Near-term
2H	Wayfinding and signage Improvements	City	TBD	<ul style="list-style-type: none"> CIP 	High priority Near- to mid-term

Action Item	Project	Implementing Agencies/ Partners	Cost Estimate	Potential Funding Sources	Time Horizon/ Priority
<i>Livability Actions</i>					
3A	Identify Alternative Truck Idling Location	City, property owners			High priority Near-term
3B	Develop a Truck Routing Plan	City, businesses			High priority Near-term
3C	Develop Good Neighbor Agreements (as needed)	City, neighbors, businesses			High priority Near-term
3D	Provide Reference/Contact Sheet to Nearby Residents	City, neighbors, neighborhood association			High priority Near-term
Total Estimated Costs			\$3,895,350 – \$3,995,350		

See Chapter 5: Cost Estimates for the list of assumptions used to develop the cost estimates

KARNOWSKI Mari * BIZ

From: Phelan, Megan <mphelan@ci.oswego.or.us>
Sent: Tuesday, October 31, 2017 4:03 PM
To: Regional InfrastructureFund * BIZ
Subject: Submission from City of Lake Oswego
Attachments: Request for Information Form Regional Solutions_Lakeview Blvd.pdf; Final SWEA Plan_Adopted 06-07-16.pdf

Hello,

Attached is our completed request for information form. Please let me know if you require anything else.

Thank you, Megan

Megan Phelan, Assistant City Manager



503.635.0281
www.ci.oswego.or.us
380 A Avenue
PO BOX 369, Lake Oswego OR 97034

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REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name City of Milwaukie	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 6101 SE Johnson Creek Blvd, Portland, OR 97206	Mailing Address 6101 SE Johnson Creek Blvd, Portland, OR 97206
Office Phone 503.786.7600	Web URL https://www.milwaukieoregon.gov/communitydevelopment

SECTION 1 B: PROJECT CONTACT	
Name Alma Flores	Title Community Development Director
Phone 503.786.7501	Email FloresA@milwaukieoregon.gov
Phone (cell)	

SECTION 1 C: PROJECT OVERVIEW	
Project Name	North Milwaukie Industrial Area: ODOT Site Acquisition
Project Region	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties) <input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties) <input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties) <input type="radio"/> South Coast (Coos, Curry, and Douglas Counties) <input type="radio"/> Southern (Jackson and Josephine Counties) <input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties) <input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties) <input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties) <input type="radio"/> South Central (Klamath and Lake Counties) <input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties) <input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location *(physical address including city and county)*

9002 SE McLoughlin Blvd, Milwaukie, OR 97222 (Clackamas County)

Is there community support for this project? **Yes** **No**

Describe and attach letters of support. Community Supported Vision through the NMIA Framework Plan Public Process

Project Category

- Planning Design only Construction only Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	3,000,000	
Funds from potential applicant	50,000	Broker fees and in-kind services
Other Funds: Metro Phase I and Phase II Brownfield Grants	10,000	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds: Current property owner proposed Oregon Legislative ask	5,000,000	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$ 8,060,000	

Cost Estimate Date:	10.31.17	Prepared by	Alma Flores
Estimated Project Start Date:	1.1.2019	Completion Date:	1.1.2021

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

This site has been identified as a key property that would catalyze development in the North Milwaukie Industrial Area (NMIA). Building off of the 2013 Tacoma Station Area Plan, a year long planning process kicked off in 2016 to create a Framework Plan for this district. City Council adopted the plan in 2017, focusing on increasing job density in the area and integrating McLoughlin Boulevard as a transportation hub and gateway opportunity into Milwaukie. More specifically, the vision for development and employment growth in the area includes updating infrastructure and transportation systems to promote an ecodistrict that not only prioritizes sustainable growth, but also attracts the next generation of employers and talent. The District's strategic location near the MAX Orange Line and Springwater Corridor makes multi-modal travel convenient and attractive to innovative and entrepreneurial businesses.

The largest challenge comes from funding the property transfer from current ownership over to the City in order to begin recruiting a traded-sector company. Currently, ODOT occupies this three-parcel site comprised of approximately eight acres, but has been in ongoing communication with the City in order to relocate and allow for the redevelopment of the property including the historic reuse and rehabilitation of the vacant 1938 Works Progress Administration Project building. Both Market and Development Feasibility Studies completed as part of the Framework Plan identify the site as a launchpad for additional investment in the area to meet goals of increased employment and housing density. The opportunity to bring fiber infrastructure to the site and a mix of employment and employment-serving businesses means a lively and interactive district at all times of the day.

Proposal / Solution *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

To advance this opportunity, the City seeks funds to complete property acquisition of all three parcels on the site. Property transfer from ODOT to the City is the critical first step that will initiate the process of securing a target traded sector employer, spark investment in infrastructure modifications and upgrades like fiber optic service, incorporate sustainability through ecodistrict elements and improved pedestrian and bicycle infrastructure within this transit-oriented development area, and bring new employment and employment-serving amenities that will benefit not only local workers, but also the community at-large. These strategic investments will prepare the site for redevelopment and trigger additional attention and interest in the NMIA. Working to reimagine this site will meet action items in the adopted Framework Plan and move the needle toward achieving the vision of a sustainable, productive, supportive industrial and employment node in Milwaukie.

The proposed solution is a planning-only project. The direct benefactor is the applicant (City of Milwaukie) who would then work to recruit a traded-sector company to lease and/or purchase the site.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report: Adopted 7/18/17

KARNOWSKI Mari * BIZ

From: Flores, Alma <FloresA@milwaukieoregon.gov>
Sent: Tuesday, October 31, 2017 3:58 PM
To: Regional InfrastructureFund * BIZ
Subject: FW: RFI submittal for the City of Mikwaukie
Attachments: RFI Form_Regional Solutions_Milwaukie Proposal_10312017.pdf; ATT00001.txt

Had the wrong email address...see attached.

Alma

Sent from Mail for Windows 10; please pardon any typos

From: [Flores, Alma](#)
Sent: Tuesday, October 31, 2017 3:56 PM
To: [lfa](#)
Cc: Bryan.Guiney@oregon.gov; [Flores, Alma](#); [Koski, Amy](#)
Subject: RFI submittal for the City of Mikwaukie

Good afternoon,

We would like to submit the attached RFI for consideration. If you have any difficulties opening the file, please let us know as soon as possible. Thank you and happy Halloween.

Warm regards,
Alma

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

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REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name City of Oregon City	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 625 Center Street Oregon City, OR 97045	Mailing Address PO Box 3040 Oregon City, OR 97045
Office Phone 503-657-0891	Web URL https://www.orcity.org/

SECTION 1 B: PROJECT CONTACT	
Name Dayna Webb	Title Sr. Project Engineer
Phone 503-974-5508	Email dwebb@orcity.org
Phone (cell)	

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Molalla Avenue
Project Region To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes: <ul style="list-style-type: none"> <input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties) <input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties) <input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties) <input type="radio"/> South Coast (Coos, Curry, and Douglas Counties) <input type="radio"/> Southern (Jackson and Josephine Counties) <input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties) <input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties) <input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties) <input type="radio"/> South Central (Klamath and Lake Counties) <input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties) <input type="radio"/> Northeast (Baker, Union, and Wallowa Counties) 	

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location *(physical address including city and county)*

Molalla Avenue: Beaver Creek Road to Hwy 213
Oregon City, Clackamas County

Is there community support for this project? **Yes** **No**

Describe and attach letters of support. Project is supported by the business community through the Chamber, Clackamas Community College, and TriMet.

Project Category

- Planning
- Design only
- Construction only
- Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	500,000	
Funds from potential applicant	3,663,747	
Other Funds: Metro Regional Flexible Funds Allocation Grant	3,800,632	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, 2019-2021 provide term:
Other Funds: TriMet Bus Stop Improvements	21,000	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, 2019-2021 provide term:
Estimated Total Project Cost	\$ 7,985,379	

Cost Estimate Date: August 2016	Prepared by Dayna Webb
Estimated Project Start Date: November 2018	Completion Date: December 2020

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

Molalla Avenue from Beaver Creek Road to Hwy 213 is a key corridor in Oregon City connecting priority employment and workforce development destinations in and around the Molalla Avenue corridor. These destinations include the Molalla Avenue Corridor Employment Lands that currently provide nearly 10,000 jobs and are anticipated to add an additional 2,250 jobs by 2040. The Molalla Avenue Corridor Employment Lands are also home to nearly 30 traded-sector businesses and the Clackamas County Red Soils Campus, making the area the highest density of existing employment in Oregon City. Molalla Avenue runs the majority of Oregon City's enterprise zone and connects to Clackamas Community College's education and training resources and 90 acres of greenfield industrial sites in the Beaver Creek Employment Area. Additionally, the Molalla Avenue corridor connects traded-sector companies along Molalla to Hwy 213 and I-205.

As employment in the area grows, congestion increases, preferences of employees continue to change to alternative modes of transportation, and connecting underserved populations to employment opportunities is a top priority, it's important to modernize the infrastructure of Molalla Avenue. Currently the corridor is a challenge for non-motorized users. Excessive driveways reduce the efficiency and safety of the street, sidewalk and bike lanes, coupled with few, inconvenient and unsafe street crossings, putting non-motorized users in adverse conditions. Because of this, Molalla Avenue currently functions as a barrier between residential areas and employment areas. With some of the highest population and employment densities in Oregon City adjacent to the Molalla Avenue corridor, we would like to encourage non-auto modes by creating a right of way that better accommodates all users. The improved right of way will also improve the flow of business traffic in the area by reducing motorized and non-motorized accidents along the corridor.

Proposal / Solution Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.

The Molalla Avenue project includes design, right of way acquisition, and construction, providing a complete street when done. Project improvements will increase pedestrian and bike traffic by addressing safety and access issues, and create better bus transit stops and access. Improvements to Molalla Avenue will increase non-auto trip access completing the "last mile" connection to employment and workforce development destinations in the corridor.

Economic Development: Molalla Avenue currently serves as a barrier between residential areas and employment areas. By creating a more pedestrian, bicycle & transit friendly corridor, we will be able to grow and retain businesses & quality jobs along the corridor, such as the existing 10,000 jobs and new 2,250 jobs by 2040. The area also connects to the Beaver Creek Employment Area that is estimated to create 1,650 traded-sector jobs.

Equity: The Molalla Avenue corridor serves many historically underserved communities. Project improvements will increase access for the elderly, disabled, non-white, and low-income families that don't have automobiles.

Infrastructure: The project will modernize Oregon City's transportation infrastructure by providing a safe & ADA accessible pedestrian corridor with 10-foot sidewalks, as well as rebuilding a crumbling roadway that serves as a major arterial in the city's transportation network.

Clean Energy and Climate Resiliency: By creating a safe & inviting pedestrian, bicycle & transit supportive transportation system the project will provide options for non-vehicle modes, thus reducing greenhouse gas emissions.

Workforce Development: The Molalla Avenue Corridor is a primary connection to Clackamas Community College (CCC), which provides access to higher education and technical programs. CCC recently broke ground on projects to expand facilities in manufacturing, machining, and technology programs and career technical education programs, as well as for Biology, Chemistry & other STEM programs. Access to these programs are critical for Oregon City to develop the next generation of workforce for existing and new companies.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report: August 2013

November 3, 2016

Clackamas County Coordinating Committee:

It is my pleasure to fully support the City of Oregon City's Molalla Avenue project for Metro's regional flexible funds allocation (RFFA). Clackamas Community College is a priority destination not just for Oregon City, but for all of Clackamas County, providing access to higher education and an opportunity for students to better themselves through education. The Oregon City Campus provides over 11,000 students with transfer degrees, career technical degrees, and certifications in many programs. It also provides community education and GED.

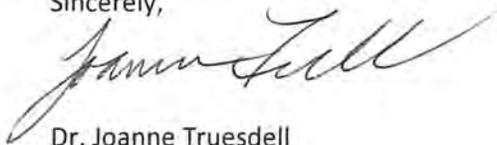
Several years ago, the college conducted a community survey identifying the largest barriers to an education at Clackamas Community College. Behind finances, the community identified transportation as the biggest barrier to achieving their educational goals. This finding was reinforced by a student survey that found:

- 16% of students live within walking and biking distance of CCC
- 15% of students have difficulty crossing a major road to reach CCC
- 40% of students who have been unable to complete a class did not have access to a working vehicle

To help our student's meet their transportation needs, the college has implemented a shuttle program, along with encouraging carpooling and subsidized TriMet passes. In addition, the college has been awarded \$1.8 million through ODOT and *ConnectOregon* grants to improve access to CCC. These grants will greatly enhance the pedestrian and bike access to the college from Highway 213 and Molalla Avenue. We're excited by the opportunity to leverage these public investments with Oregon City's proposed improvements on Molalla Avenue from Highway 213 to Beaver Creek Road. When completed, the Molalla Avenue project will provide students who take classes in Oregon City a seamless and safe path from the college to their homes and jobs along Molalla Avenue.

The college, using recent bond funds and these two grants, has an exciting synergy on our campus to remove transportation barriers to education. We look forward to increasing that potential with the greatly needed improvements on Molalla Avenue.

Sincerely,



Dr. Joanne Truesdell
President

November 3, 2016

2895 S. Beaver Creek Road, Ste 103
Oregon City, OR 97045
503-656-1619
F: 503-656-2274
www.oregoncity.org



Re: Active Transportation & Complete Streets Metro Grant – **Molalla Avenue Application**

Members of the Clackamas County Coordinating Council,

Advocating for this project is important to the Oregon City Chamber. By doing so we remain true to our mission, "Working together to build economic vitality and quality of life for the Oregon City community."

Our Chamber is part of the team who knows and understands the needs of the Molalla Avenue corridor project. Molalla Avenue from Highway 213 to Beaver Creek Rd is a very busy corridor within Oregon City. One side of Molalla Ave is largely residential while the other side is entirely commercial. Separating those two halves is Molalla Avenue. Some additional facts to consider... Oregon City is our county seat, home of a great community college and yes, this community is growing!

These factors can powerfully impact a streetscape and its safety and functionality. In these following three examples, it's all about quality of life.

Key objectives of this grant include fostering opportunities for complete streets and active transportation, like bike and ped. In this section of streetscape, there are three areas in which sidewalks are entirely missing. There are obstructions in sidewalks and less than adequate ADA ramps. Sections of sidewalk that are present are in disrepair. Complete sidewalks, free of major chips and cracks, and well-designed crosswalks with ADA ramps will allow for safe travel for more pedestrians, bicyclists and those citizens utilizing walkers.

In this section of streetscape, there is also a 4000 ft stretch of lighting that is missing. This plan installs those much-needed light posts. Today our pedestrians trying to cross Molalla Avenue are put in a risky situation, especially if you are one of our elder citizens. Oregon City's plan would add three raised pedestrian refuge medians each with a Rectangular Rapid Flashing Beacon's (RRFB's). Within this project service area, we have two independent living facilities and one skilled nursing facility. I know that if I were a resident (or the daughter of a resident) of one of these facilities I would feel more confident using a refuge median to get out, exercise or shop.

Finally, this corridor has many Tri-Met bus stops with only one that includes a shelter, etc. While waiting for a bus it is common to see people sitting on the sidewalk or the adjacent property, which often belongs to a business. Regularly there is garbage left at such stops. To prospective business owners/investors and those considering relocation, what image does this picture paint for you? This situation could be easily remedied with installation of sturdy, permanent garbage cans and benches. These amenities also have the potential of increasing Tri-Met usage, too.

Lastly, back to one of the Oregon City Chamber's key reasons for existing... helping to build economic vitality. Our business community is advocating for a safe and inviting streetscape. A streetscape that encourages people to utilize active transportation to frequent the corridor and frequent those businesses that have invested large sums of money to be located there. The investment from this Grant, matched by the City of Oregon City will most certainly result in private investment. Demonstrating committed investment in a key corridor like Molalla Avenue translates into readiness for business. Link this with an existing enterprise zone and now you've got economic development! The Oregon City Chamber of Commerce requests your recommendation of Oregon City's Molalla Avenue project for... much needed safety and streetscape improvements, leading to active transportation and paving the way for economic vitality.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'Amber D. Holveck', written over a horizontal line.

Amber D. Holveck
Executive Director

August 24, 2016

Metro Council and JPACT Members
600 NE Grand Avenue
Portland, Oregon 97232

Dear Selection Committee:

I am writing this letter to offer TriMet's support for the **City of Oregon City's Molalla Avenue Beaver Creek Rd to Highway 213** application for the 2019-2021 Metropolitan Transportation Improvement Program (MTIP) funding program Regional Flexible Funds Active Transportation Candidate Project.

Molalla Avenue is a key corridor with some of the highest population and employment numbers in Oregon City adjacent to the corridor. The corridor is served by TriMet Frequent Service Line 33-McLoughlin connecting Clackamas Community College, Oregon City, Gladstone, and Milwaukie.

The segment on Molalla Avenue from Beaver Creek Road to Highway 213 can be unsafe and unwelcoming for pedestrians accessing transit. There are missing segments of sidewalk, existing sidewalks that are narrow and obstructed, poor lighting, and pedestrian ramps that do not comply with ADA standards.

Funding this project will improve pedestrian safety and access to transit with wider and continuous sidewalks, street furnishings, improved access management, and more convenient and comfortable street crossings.

Thank you for your consideration. We look forward to working in coordination with the City of Oregon City on this project after funding and design of roadway improvements.

Sincerely,



Alan Lehto
Director Planning and Policy

KARNOWSKI Mari * BIZ

From: Leigh Anne Hogue <lhogue@orcity.org>
Sent: Monday, October 30, 2017 4:45 PM
To: Regional InfrastructureFund * BIZ
Cc: Dayna Webb; Eric Underwood; John M. Lewis
Subject: Regional Infrastructure Fund - Oregon City Request for Information Form
Attachments: RFI - Molalla Avenue_OregonCity.pdf

Hello,

Please see attached the Regional Infrastructure Fund Request for Information form for Oregon City.

Thank you,

Leigh Anne



Leigh Anne Hogue
Economic Development Coordinator
lhogue@orcity.org
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-974-5517 Direct phone
503-657-0891 City phone
503-657-3339 fax

Website: www.orcity.org | maps.orcity.org |

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PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name Verde <small>(domestic nonprofit: public benefit corporation per ORS Chp 65)</small>	Organization Other Public Organization <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 6899 NE Columbia Blvd. Suite A Portland, Oregon 97218	Mailing Address same
Office Phone (503) 290-8570	Web URL www.verdenw.org

SECTION 1 B: PROJECT CONTACT			
Name	Alan Hipólito	Title	Executive Director
Phone	(503) 980-5260	Email	alan@verdenw.org
Phone (cell)	same		

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Let Us Build Cully Park!
Project Region	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties) <input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties) <input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties) <input type="radio"/> South Coast (Coos, Curry, and Douglas Counties) <input type="radio"/> Southern (Jackson and Josephine Counties) <input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties) <input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties) <input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties) <input type="radio"/> South Central (Klamath and Lake Counties) <input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties) <input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location *(physical address including city and county)*

Thomas Cully Park
NE 72nd and 75th Avenue, north of Killingsworth, Portland, OR 97218 (Multnomah County)

Is there community support for this project? **Yes** **No**

Describe and attach letters of support. See letter of support from Living Cully Partners

Project Category

- Planning
- Design only
- Construction only
- Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	100,000	
Funds from potential applicant		
Other Funds: <small>Since executing a 2012 public-private partnership to develop Cully Park, Verde and Portland Parks & Recreation (PPR) have secured project funds from over 30 sources, including: \$575,920 from in-kind contributions; \$9,559,717 from government contributions (local, regional, state, federal); \$1,106,703 from foundations; and \$343,568 from businesses/individual donors. More information is available upon request.</small>	11,184,998	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, various provide term:
Other Funds: Regence, Prosper Portland	230,000	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, Regence and PP decisions provide term: expected by Nov 30. 2017
Estimated Total Project Cost	\$ 11,514,998	

Cost Estimate Date:	July 2017	Prepared by	Probitry Builders
Estimated Project Start Date:	July 2012	Completion Date:	June 2018

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

A Portland neighborhood is defined by whether it has meaningful environmental assets--for example, parks, habitat, environmental education, and green jobs. Portland's renowned sustainability movement makes purposeful investments in targeted places, people, businesses, and institutions, creating vibrant, healthy, and environmentally beneficial communities. However, this movement has not prioritized equity; it has not built environmental wealth in low-income and people of color businesses, institutions, or neighborhoods. Portland's low-income people and people of color live in environmentally deficient places, like Cully.

Cully is Portland's largest neighborhood and has clear environmental, economic, and racial disparities. For example, 26% of its residents live in poverty, 51% are people of color, 24% live within ¼ mile of a park (compared to a regional average/RA of 49%), and 5% live within ¼ mile of habitat (RA: 64%). In Cully schools, almost 9 in 10 students qualify for free or reduced lunch. These children lack places to play and experience nature--an experience that is key to health, well-being, and academic achievement.

In 2000, Portland Parks and Recreation (PPR) acquired a 25-acre landfill in Cully, designating it as the location for Cully Park. Nationwide, many landfills have been redeveloped into parks, so the site was a clear opportunity address Cully's lack of parks, open space, and habitat, as well as provide equitable access to nature. The Master Plan was approved in 2008, but PPR had no funding for Plan implementation.

Proposal / Solution *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

In response, Verde launched the Let Us Build Cully Park! initiative, working with PPR to develop a public-private partnership to support the design and construction of Cully Park. The partnership is characterized by the intention of PPR to grow the capacity of its partners to deliver the parks infrastructure required by a rapidly growing urban population. The formal agreement was approved by Portland City Council in 2012.

The City-Verde Agreement authorizes Verde to fundraise for, design, and construct a phased plan for park improvements, known as Cully Park Phase 1. Phase 1 comprises 11 Master Plan features: a community garden, NE 72nd Greenstreet, an off-leash dog area, a parking lot, a play area, trails, a fitness course, overlooks, habitat restoration of the North Slope, picnic areas, and a youth soccer field. Phase 1 also includes a new feature, proposed by the urban Indian community: the Native Gathering Gardens, the first feature of its kind in a City of Portland park.

By supporting Let Us Build Cully Park!, RST helps Verde and PPR transform a brownfield into new public park in an underserved low-income community and communities of color. Cully Park provides access to habitat, improves water quality, educates youth, provides local green job and business opportunities, and establishes a replicable community-based model for park development. Since 2012, Verde and PPR have raised over \$11M for Cully Park and have completed final design and permitting. Final construction began summer 2017.

Cully Park opens as a City of Portland-owned/maintained park in spring 2018. When the park opens, it will serve 405 households not currently served by another park or natural area. Of these households, 45% of earn less than \$40K/year, 60% of residents are people of color, and 32% of residents are under 18.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report: December 2008



October 31, 2017

Raihana Ansary
Portland-Metro Regional Solutions Coordinator
Office of Governor Kate Brown
Market Center Building
1600 SW Fourth Ave., Suite 109
Portland, OR 97201

Dear Raihana,

The Living Cully coalition enthusiastically supports Verde's role in the development of Cully Park. The project not only transforms a former landfill into a 25-acre park for Portland's most diverse, park deprived neighborhood—Cully Park is a catalyst for neighborhood improvement and a symbol of what the Cully neighborhood can be. When Cully Park is completed, it will embody the city's commitment to restoring a landscape that was altered beyond recognition. Where it once served as a repository for refuse, this park will instead provide opportunities for people in the community to grow and thrive.

The Living Cully coalition is made up of four community development nonprofits--Verde, Habitat for Humanity, Hacienda CDC, and the Native American Youth and Family Center--that are working to address multiple disparities in the Cully neighborhood by concentrating environmental investments at the neighborhood scale and braiding those investments with traditional community development resources. Living Cully is a coalition that serves as a unified voice for low-income people and people of color in the Cully neighborhood. The coalition's policy advocacy drives anti-poverty investments, mitigates gentrification impacts, and reforms public agency practices toward explicit equity outcomes.

Our role thus far in the Cully Park project has centered on community engagement, with a strong emphasis in engaging the Native American community. Community members led the engagement process and helped design the Native Gathering Gardens and features like the overlooks, play area, gardens, and NE 72nd Greenstreet. The project maintains several popular, well-subscribed mechanisms to keep community members informed and engaged; e.g., the website, social media, newsletter, word of mouth, and in-person engagement.

We hope that you will strongly consider supporting this project with a significant grant award towards the completion of the park. If you have any questions, please feel free to contact me at (503) 889-0087 or tonydefalco@verdenw.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony DeFalco', is written over a light blue horizontal line.

Tony DeFalco
Deputy Director
Verde

KARNOWSKI Mari * BIZ

From: Leah Altman <leahaltman@verdenw.org>
Sent: Tuesday, October 31, 2017 2:13 PM
To: Regional InfrastructureFund * BIZ; ANSARY Raihana * GOV
Cc: Alan Hipolito
Subject: RE: Verde Application for Funding from RIF
Attachments: Verde Application for Regional Infrastructure Fund.pdf; Living Cully_Letter of Support.pdf

Hello, again,

It looks like the submission email address was wrong the first time this went through. Trying again!
Please see message below:

From: Leah Altman
Sent: Tuesday, October 31, 2017 2:08 PM
To: 'infrastructure.regional@oregon.gov' <infrastructure.regional@oregon.gov>; ANSARY Raihana * GOV <Raihana.ANSARY@oregon.gov>
Cc: Alan Hipolito <Alan@verdenw.org>
Subject: Verde Application for Funding from RIF

Hello,

On behalf of the staff and board at Verde, thank you for the opportunity to submit an application for funding from the Regional Infrastructure Fund. We respectfully request \$100,000 to help us meet our fundraising goal for the construction of Cully Park—a city park built on top of a landfill and designed in partnership with the Cully neighborhood, including communities of color and low-income communities.

Please see our attached application and a letter of support from the Living Cully coalition. If you have any questions, please feel free to contact me or our executive director, Alan Hipólito, who is CC'ed on this email.

Thank you,

Leah Altman
Development Director
Verde
(503) 889-0084 ext. 223
(503) 317-4861 (cl)
leahaltman@verdenw.org



REQUEST FOR INFORMATION FORM



Return this form to: infrastructurefund.regional@oregon.gov

Or to: Business Oregon - Regional Infrastructure Fund
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name City of Wilsonville	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address 29799 SW Town Center Loop East, Wilsonville OR 97070	Mailing Address 29799 SW Town Center Loop East, Wilsonville OR 97070
Office Phone 503-570-1539	Web URL www.ci.wilsonville.or.us

SECTION 1 B: PROJECT CONTACT	
Name Jordan Vance	Title Economic Development Manager
Phone 503-570-1539	Email vance@ci.wilsonville.or.us
Phone (cell) 503-826-7500	

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Garden Acres Road in the Coffee Creek Industrial Area
Project Region	
To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:	
<input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)	
<input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties)	
<input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)	
<input type="radio"/> South Coast (Coos, Curry, and Douglas Counties)	
<input type="radio"/> Southern (Jackson and Josephine Counties)	
<input checked="" type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties)	
<input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties)	
<input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties)	
<input type="radio"/> South Central (Klamath and Lake Counties)	
<input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)	
<input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)	

Metro Priorities

- Economic Development: Grow and retain businesses and quality jobs.
- Equity: Encourage inclusive economic development to help ensure that all Oregonians have the opportunity to reach their full potential and thrive.
- Infrastructure: Modernize the region's key transportation and infrastructure systems.
- Brownfield Redevelopment: Expedite the cleanup and reuse of brownfields to promote the growth and development of limited industrial land supply.
- Clean Energy and Climate Resiliency: Support clean energy initiatives and greenhouse-gas reduction efforts.
- Workforce Development: Bolster efforts to train and employ Oregonians for current and emerging markets.
- Housing: Promote affordable and workforce housing development.

Project Location (*physical address including city and county*)

SW Garden Acres Road (at intersection of SW Clutter Road)
Wilsonville, OR 97070

Is there community support for this project? **Yes** **No**

Describe and attach letters of support. n/a

Project Category

- Planning Design only Construction only Design & Construction
- Other

SECTION 1 D: ESTIMATED FUNDING REQUEST

	Amount	
Funding Request from Regional Infrastructure Fund	200,000	
Funds from potential applicant	2,637,000	
Other Funds: Developer contribution	152,000	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds: Coffee Creek Urban Renewal District	5,393,000	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$ 8,382,000	

Cost Estimate Date: 10/23/2017	Prepared by Tiberius Solutions
Estimated Project Start Date: June 2018	Completion Date: Nov 2019

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

Wilsonville envisions a robust employment district in the Coffee Creek Industrial Area that could eventually host 1,800 jobs with an estimated annual payroll of \$55 million at build-out for general industrial, warehouse, flex and research and development-related businesses. However, the area needs a substantial amount of public infrastructure to make private development feasible. These infrastructure investments are expected to result in private investment and development that will increase the assessed value of the proposed district from approximately \$62 million to approximately \$790 million over the life of the district.

Improving Garden Acres Road is the top priority, as this capital project has the ability to open up multiple properties in the heart of the Coffee Creek area for development, creating jobs, and increasing property values in the area. Total construction costs for Phase 1 of Garden Acres Road improvements are estimated to be around \$8.4 million dollars total and will be financed by a combination of sources, including developer contributions, sewer SDCs, TIF revenue and other partner sources. Additional sources of funding will be required to construct the sewer pipe, manholes and normal backfill costing around \$200K, the amount we are requesting from the Regional Infrastructure Grant fund. Sanitary sewer service is a key utility to facilitate future growth and development. This request funds approximately 1,500 feet of new 8" and 12" sanitary sewer to provide sewer infrastructure underneath Garden Acres Road adjacent to future development. Road costs above the sewer pipe are covered with other funds.

Proposal / Solution *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

Wilsonville has undertaken detailed master and infrastructure planning for the 226-acre regionally significant Coffee Creek Industrial Area, and identified the key projects that will improve the transportation grid for freight mobility and industrial business development. The City has also adopted an Urban Renewal Area to help fund critical infrastructure. Improving Garden Acres Road is the top priority capital project, for which design and is currently underway. Construction of Garden Acres Road is anticipated to start in June 2018 and be completed by November 2019. Phase one of construction will be limited to two travel lanes, bike lanes on both sides, and a sidewalk on the east side only.

The proposed solution is a construction-only project and the benefactors will be residents/workers/job-seekers of the greater Wilsonville, North Willamette Valley and the Portland metro area, where there is currently a scarcity of shovel-ready industrial lands in the region. This project will add 225 acres of Metro-designated Regionally Significant Industrial Lands (RSIA) into the regional supply. The city envisions this will lead to the creation of 1,800 new high-wage jobs with an estimated payroll of \$55 million at build-out.

Funding support in the amount of \$200,000 from the Regional Infrastructure Grant fund will provide catalytic help in completing the first capital project, which will make private development more feasible in Coffee Creek for high-wage employment.

SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes No

If yes, date of plan or report: 10/15/17

KARNOWSKI Mari * BIZ

From: Vance, Jordan <vance@ci.wilsonville.or.us>
Sent: Monday, October 30, 2017 12:17 PM
To: Regional InfrastructureFund * BIZ
Subject: RFI Response to Regional Solutions Infrastructure Fund | Wilsonville
Attachments: Request for Information Form Regional Solutions_Wilsonville 1030_Final.pdf

Hello Regional Solutions team,

Please find attached the City of Wilsonville's response to the Regional Infrastructure Fund RFI.

If you have any questions or need any additional information, please don't hesitate to reach out.

Thank you for your consideration and we look forward to hearing from the Region Solutions team.

Best,
Jordan Vance

Jordan Vance
Economic Development Manager
City of Wilsonville

Direct: 503-570-1539
Cell: 503-826-7500
vance@ci.wilsonville.or.us
City Website: www.ci.wilsonville.or.us
Economic Development Website: www.WilsonvilleEcDev.com
[Facebook.com/CityofWilsonville](https://www.facebook.com/CityofWilsonville)



29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

Christian Kaylor
Oregon Employment Department
Christian.R.Kaylor@oregon.gov

Portland Metro Economic Trends

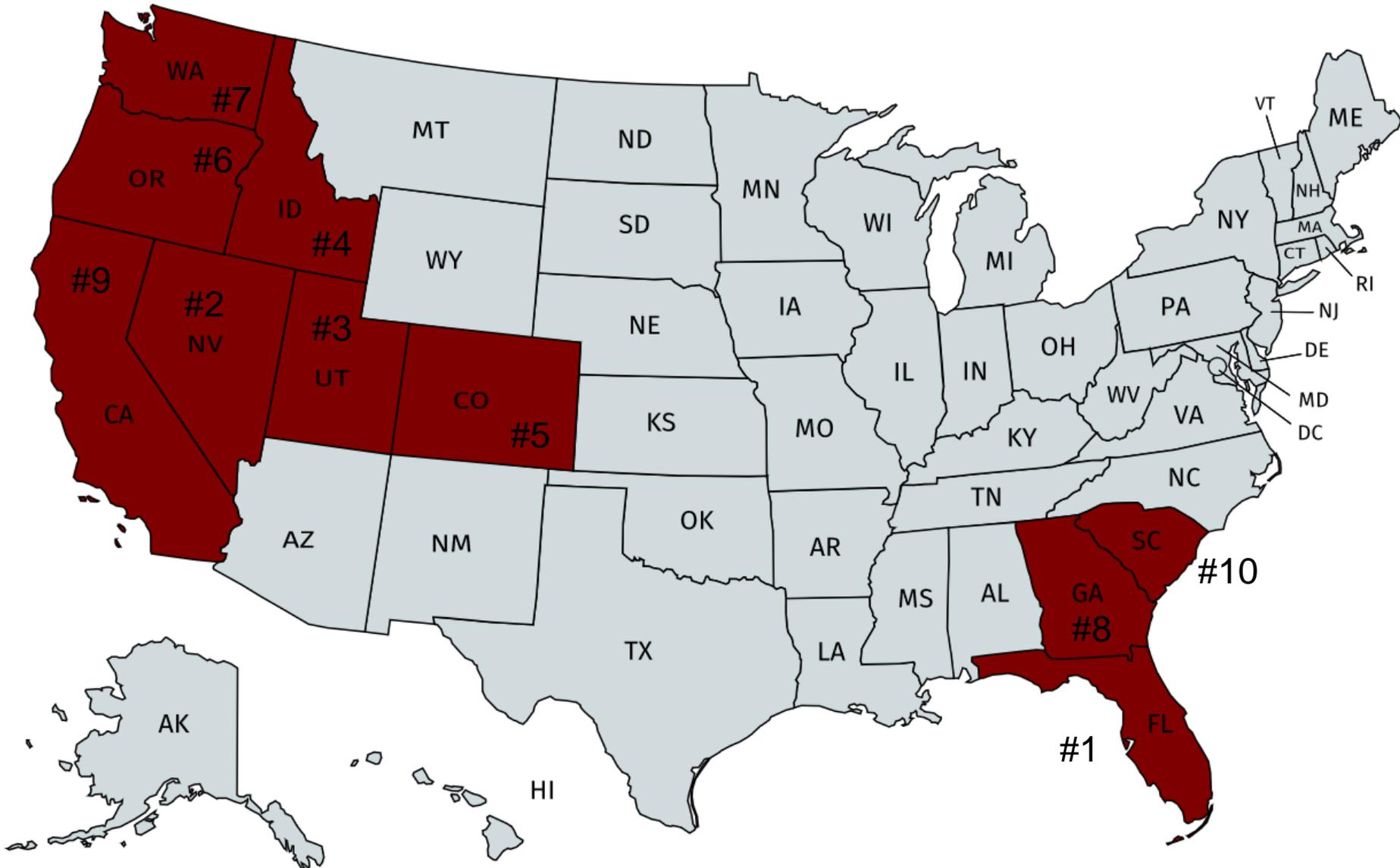
October 2017

Portland Metro Regional Solutions Team



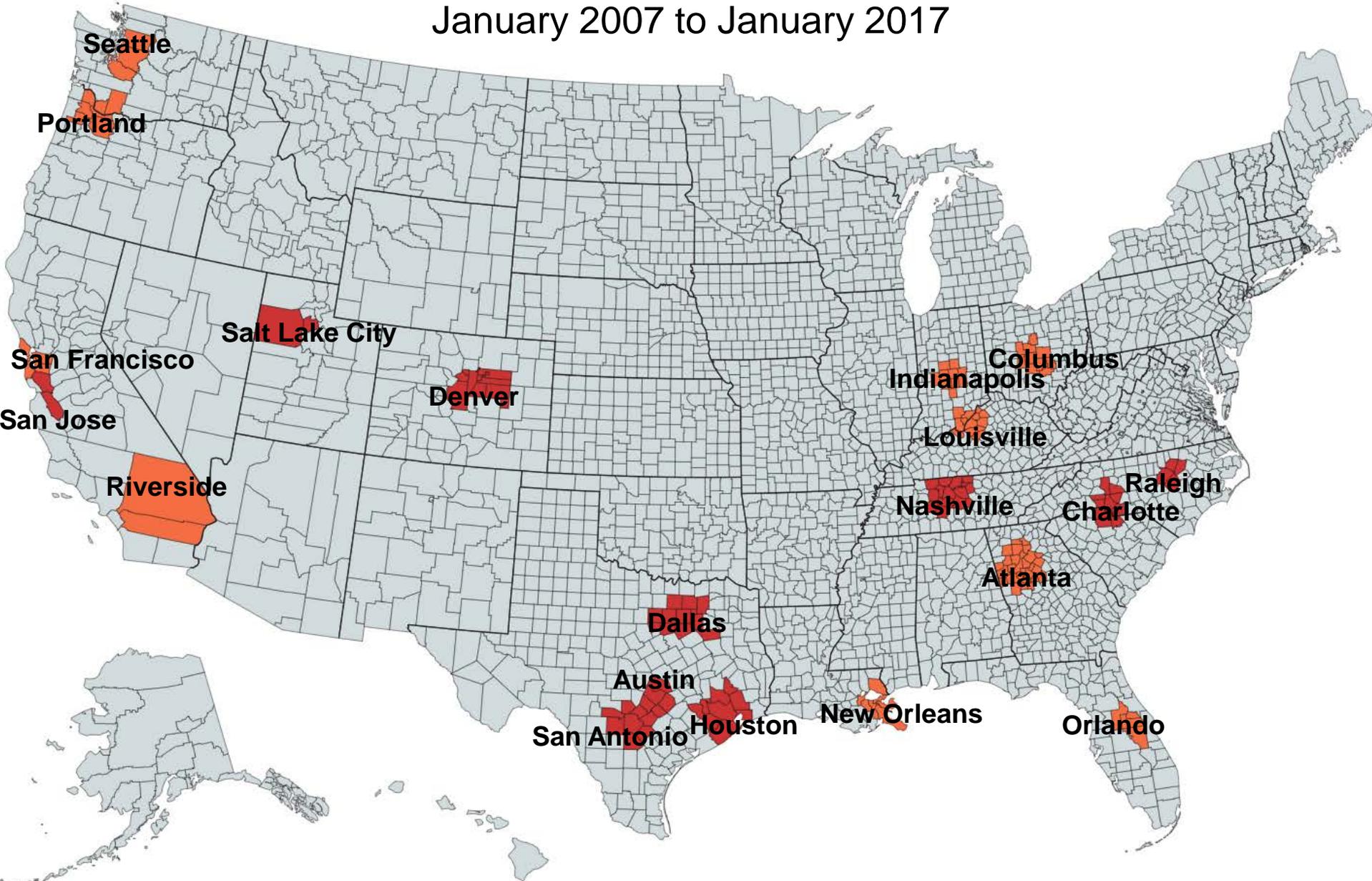
Top Ten States for Job Growth

January 2013 to January 2017



Top 20 Metros for Job Growth

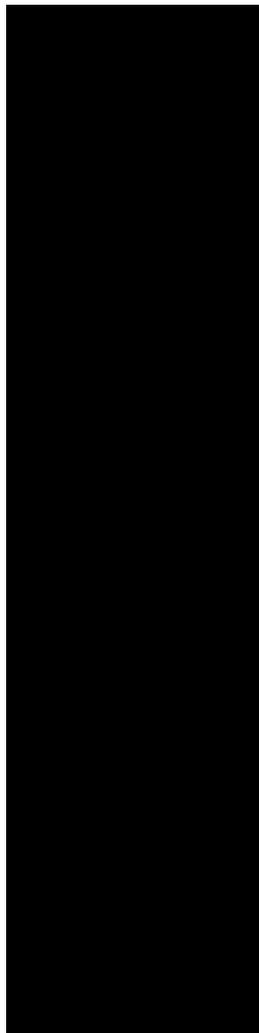
January 2007 to January 2017



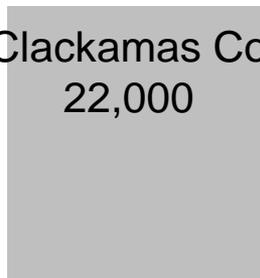
Employment Growth by County

2010 to 2017

Multnomah Co
81,900



Clackamas Co
22,000



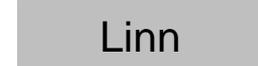
Washington Co
53,500



Benton



Linn



Jackson



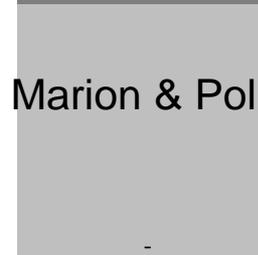
Lane



Deschutes



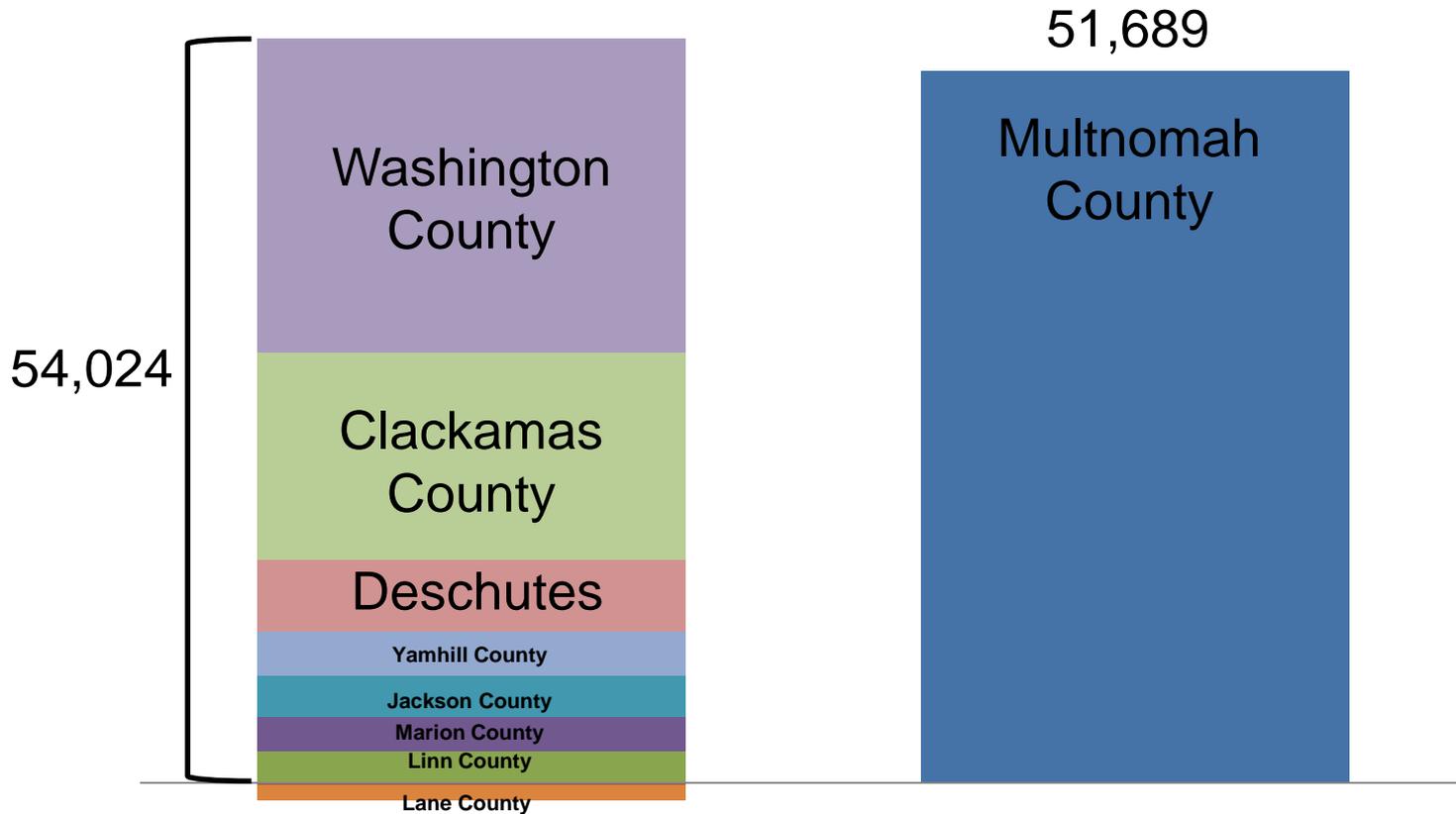
Marion & Polk



College Workforce Growth

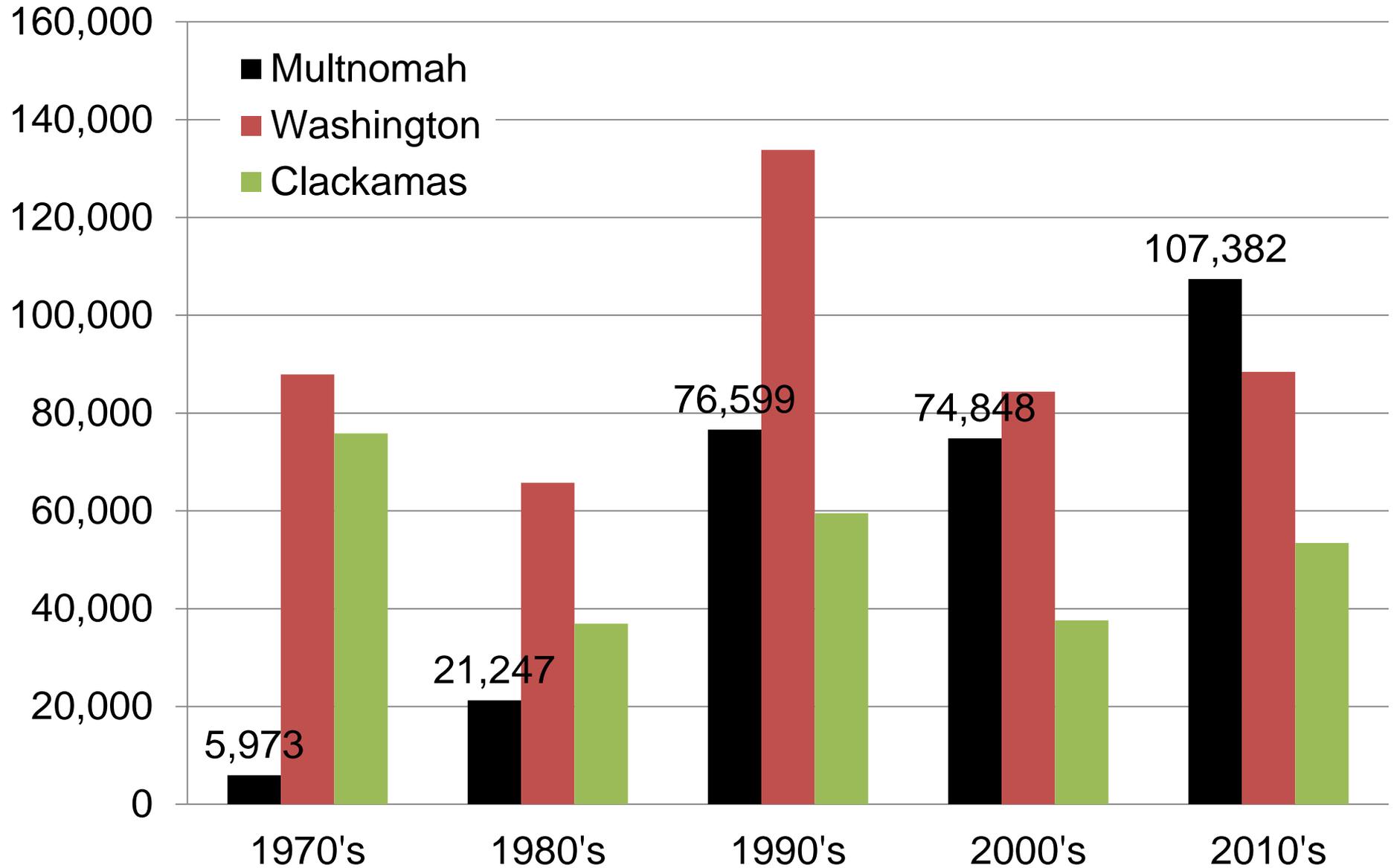
2010 to 2016 College Degree Age 25 to 64

These 9 counties have a population of 2.4 million. That's 59% of Oregon's population and 3 times the size of Multnomah County.



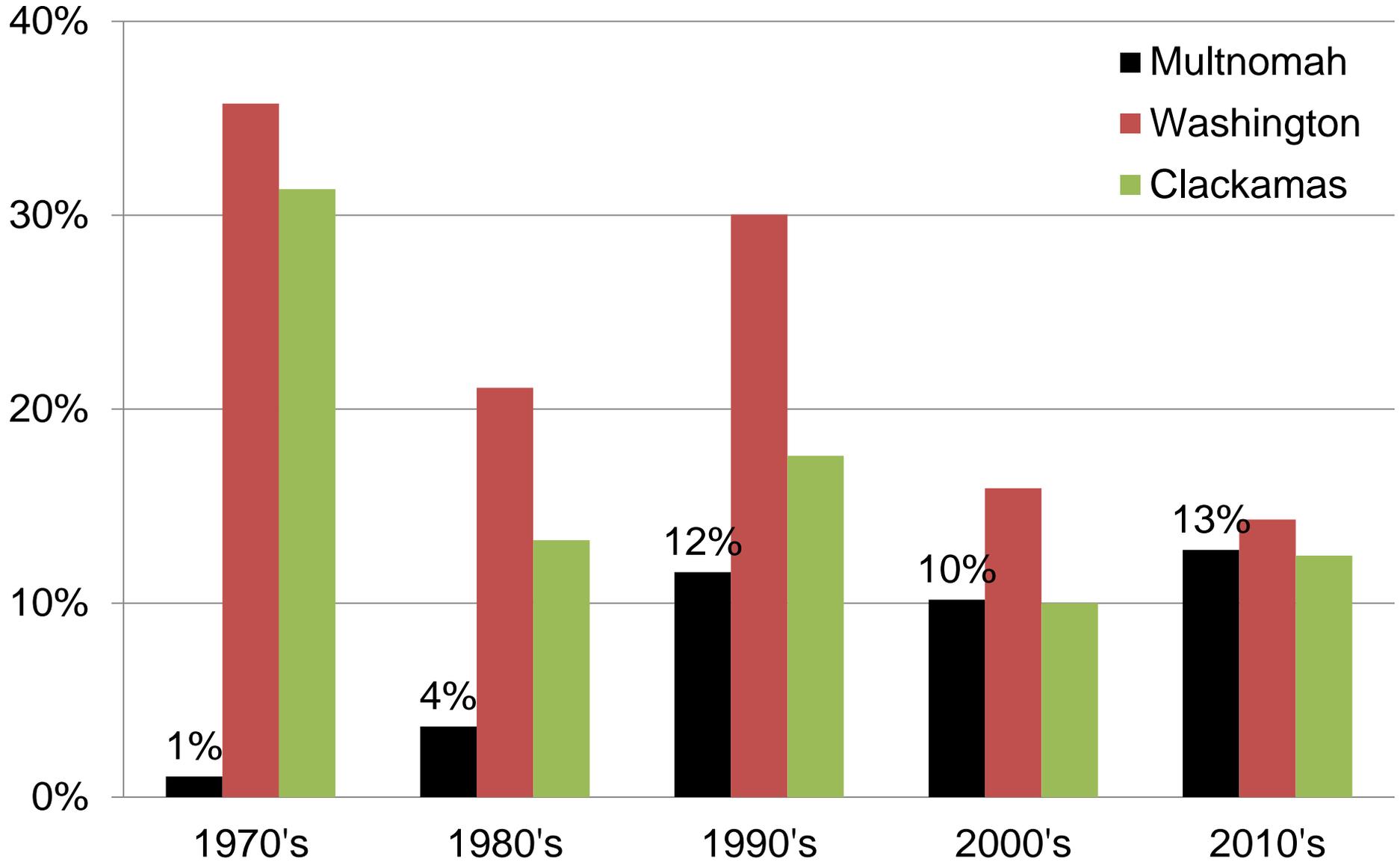
Multnomah, Washington and Clackamas

Growth by Decade

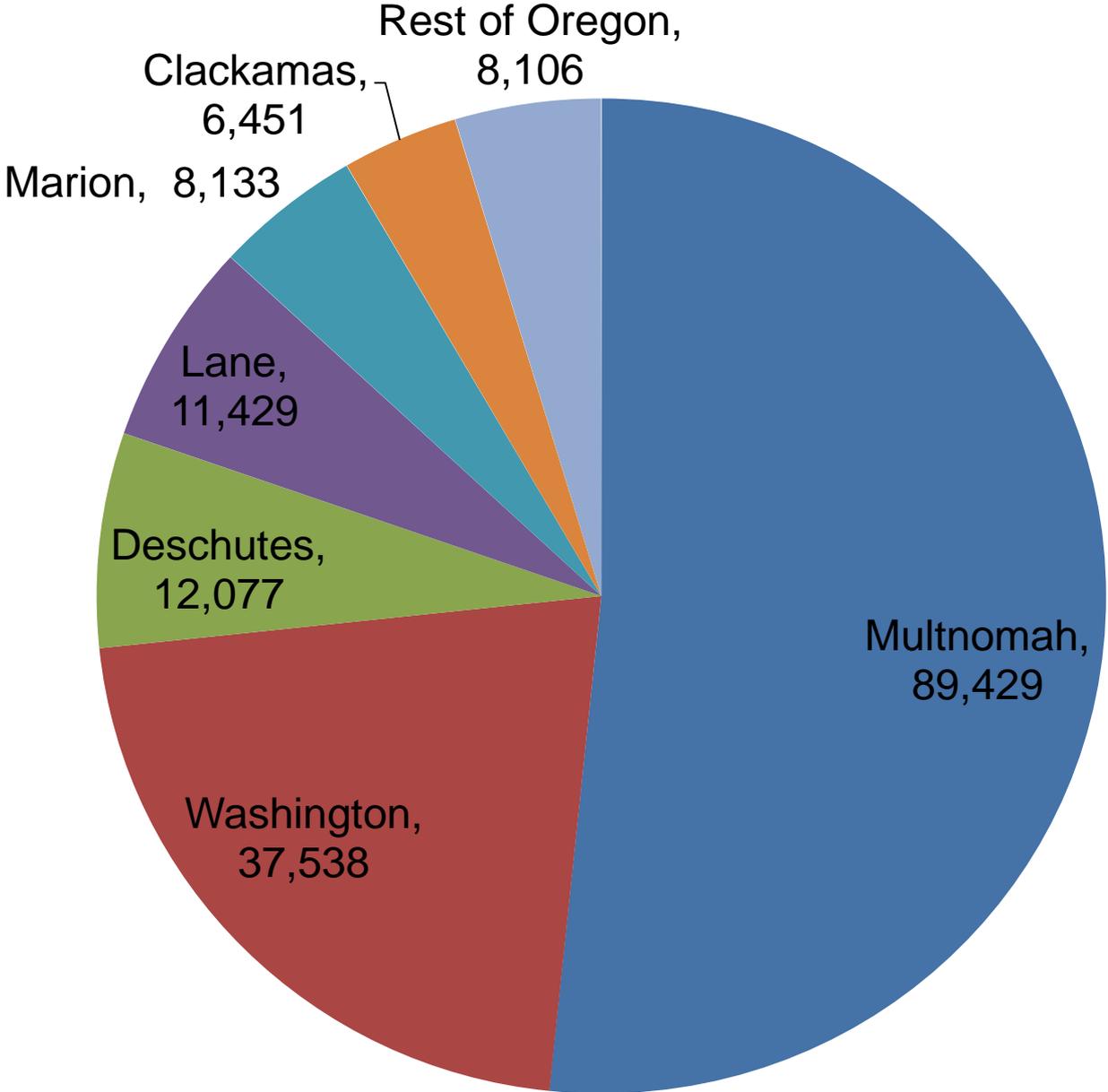


Multnomah, Washington and Clackamas

Growth by Decade

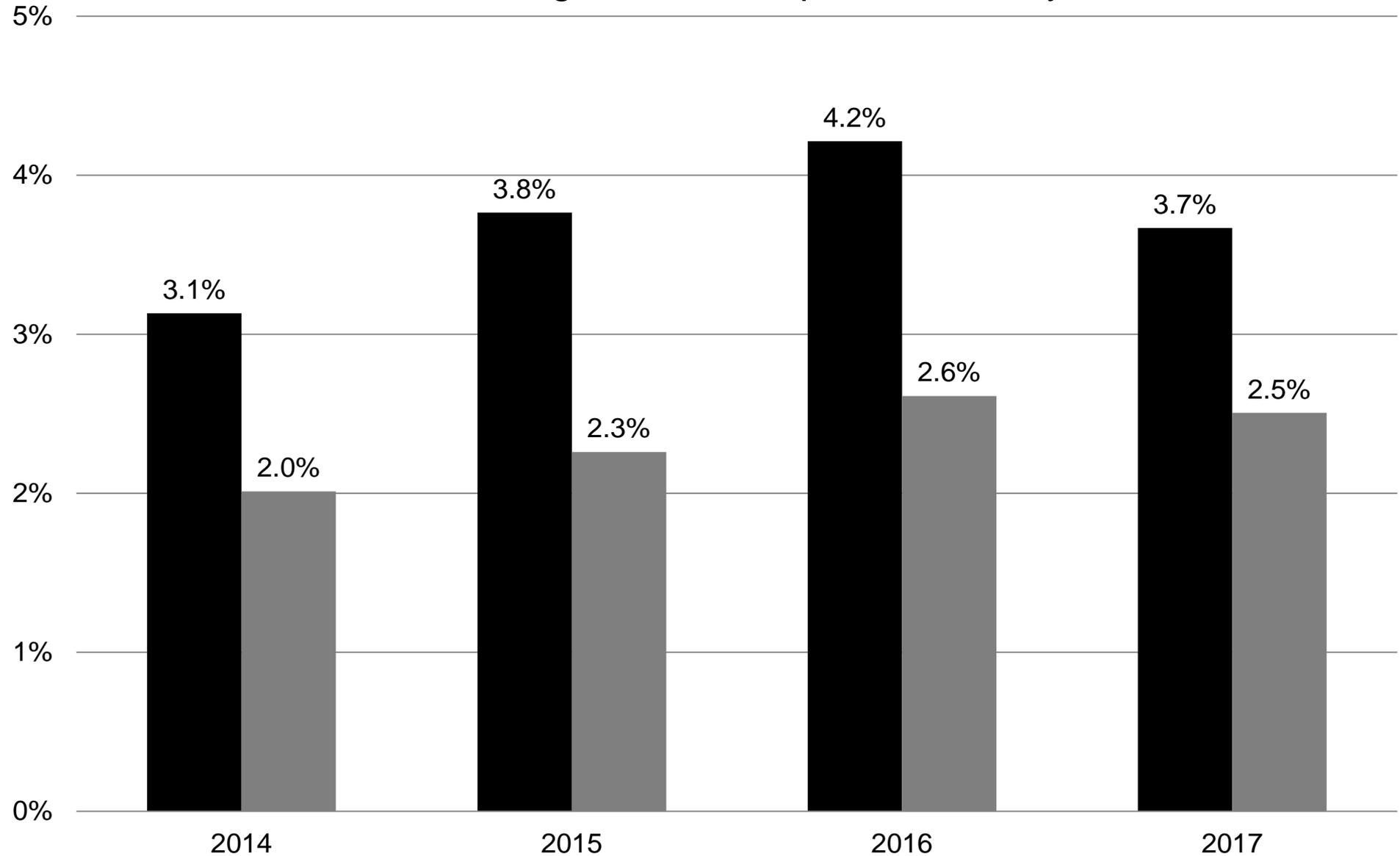


Population Growth Age 18 to 64 2006 to 2016



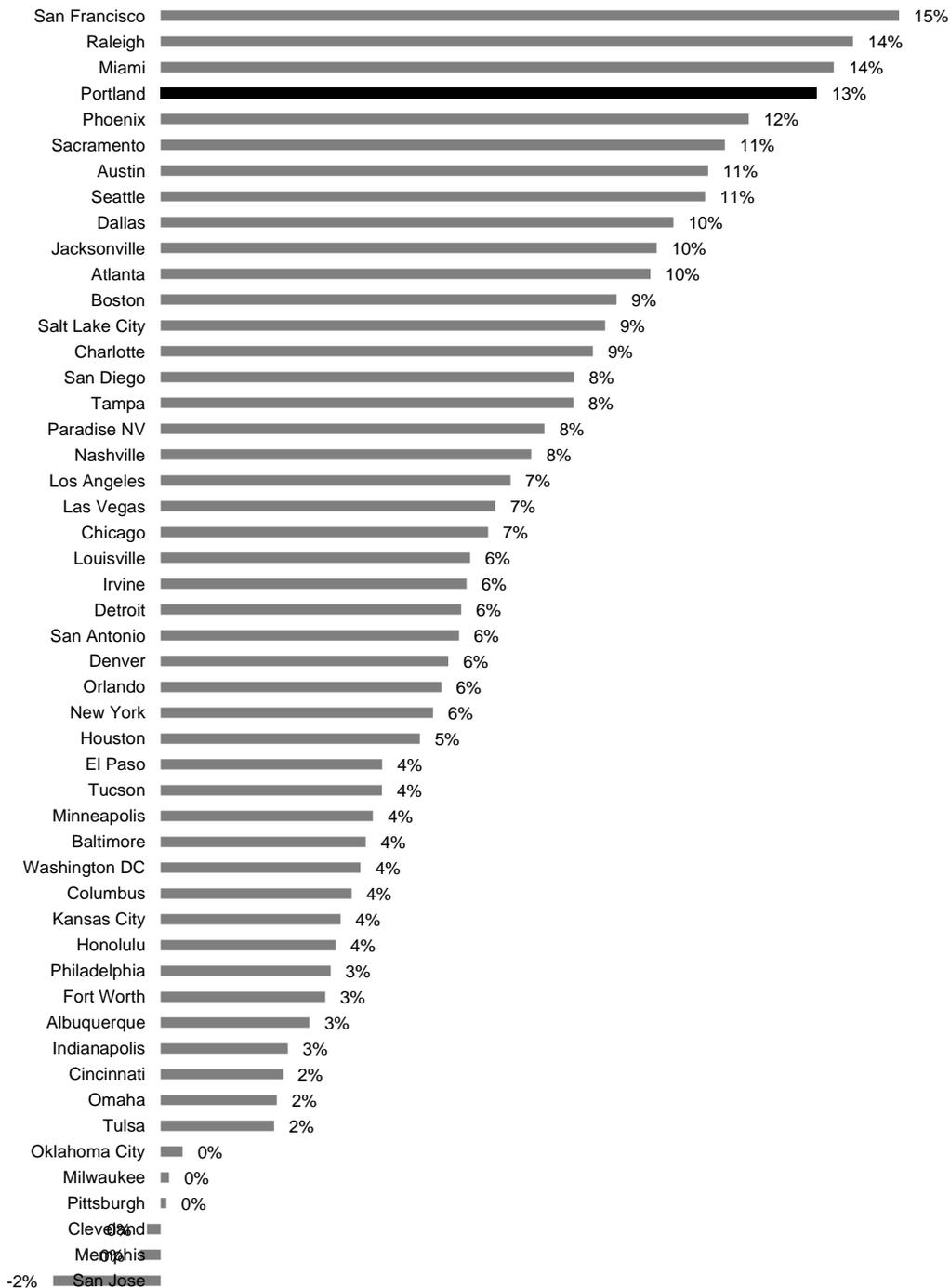
Portland Metro Wage Growth

Versus US Wage Growth – April Year-over-year



Employment Growth by US City

2013 to 2016

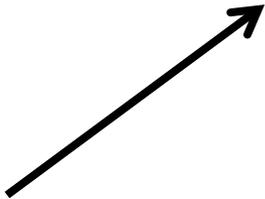


Portland enjoyed the fourth fastest job growth rate among the 50 largest US cities. That's more than twice the growth rate of the United States.

The city of Portland added 56,626 jobs within the city limits from 2013 to 2016. That's more than Salt Lake City, Las Vegas and Albuquerque combined.

San Jose	\$ 84.3
San Francisco	\$ 76.9
Virginia Beach	\$ 71.1
Washington DC	\$ 69.5
Seattle	\$ 67.2
San Diego	\$ 66.9
Raleigh	\$ 57.3
Long Beach	\$ 56.4
Colorado Springs	\$ 56.1
Oakland	\$ 55.6
Charlotte	\$ 55.2
Austin	\$ 55.0
New York	\$ 54.4
Boston	\$ 54.0
Sacramento	\$ 52.7
Fort Worth	\$ 52.2
Denver	\$ 52.1
Portland	\$ 51.8
Las Vegas	\$ 51.7
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Seattle	\$ 83.5
Washington DC	\$ 75.5
San Diego	\$ 71.5
Virginia Beach	\$ 71.1
Oakland	\$ 68.1
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Charlotte	\$ 61.0
Colorado Springs	\$ 60.3
Long Beach	\$ 60.1
New York	\$ 58.9
Fort Worth	\$ 56.4
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2016

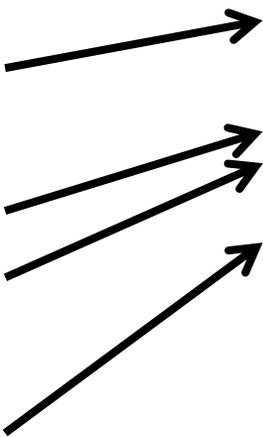
Median Household Income Growth by US City 2011 to 2016

Portland enjoyed the 6th fastest increase in household income among the 50 largest US cities. A 20% increase in just 5 years.

That increase of \$10,359 from 2011 to 2016 brought Portland from being the 18th wealthiest city to the 11th among the 50 largest US cities.

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San Francisco	\$ 76.9
Virginia Beach	\$ 71.1
Washington DC	\$ 69.5
Seattle	\$ 67.2
San Diego	\$ 66.9
Raleigh	\$ 57.3
Long Beach	\$ 56.4
Colorado Springs	\$ 56.1
Oakland	\$ 55.6
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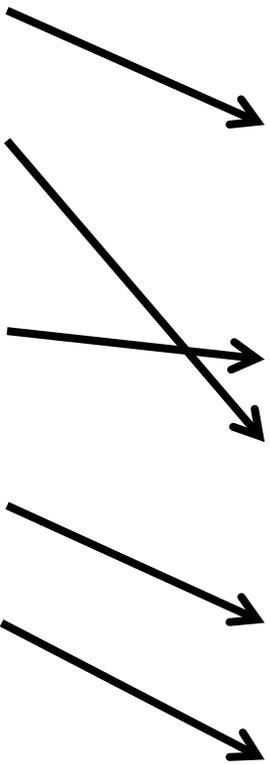
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Median Household Income Growth by US City 2011 to 2016

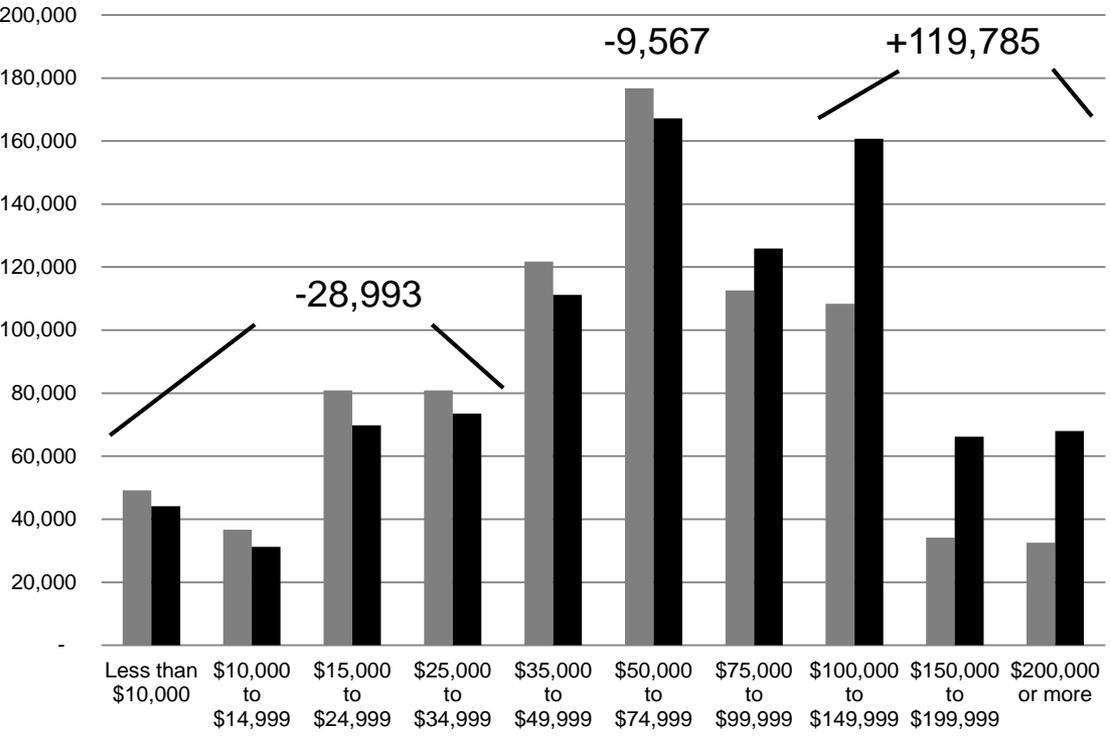
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Portland Metro

Household Growth by Income Level

2007 to 2016



Households with incomes of more than \$100,000 grew by 68%.

Households with incomes of less than \$35,000 declined by 12%.

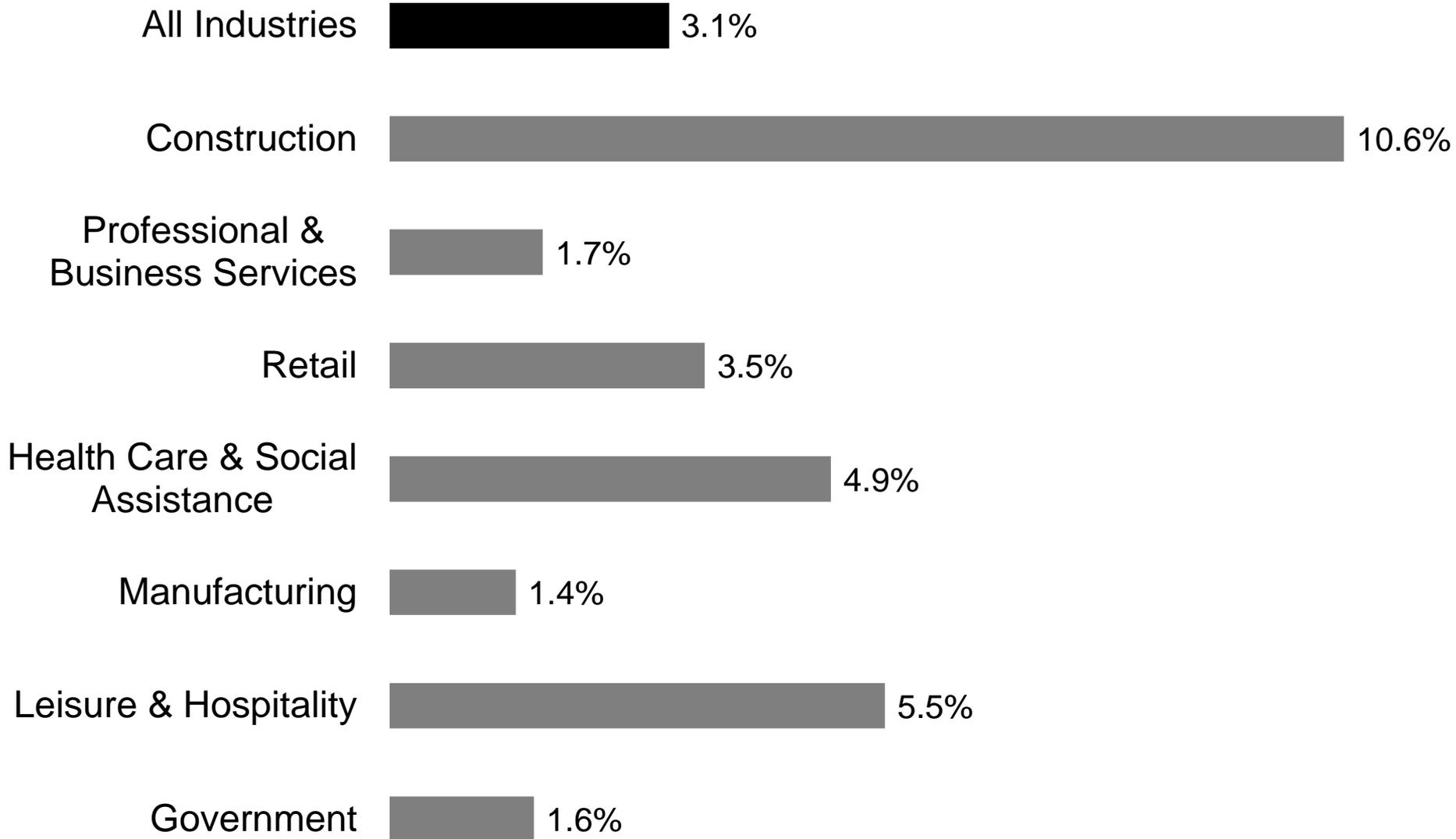
Median tier households, with incomes between \$50,000 and \$75,000 grew by 5%.



Median Household Income is \$68,676

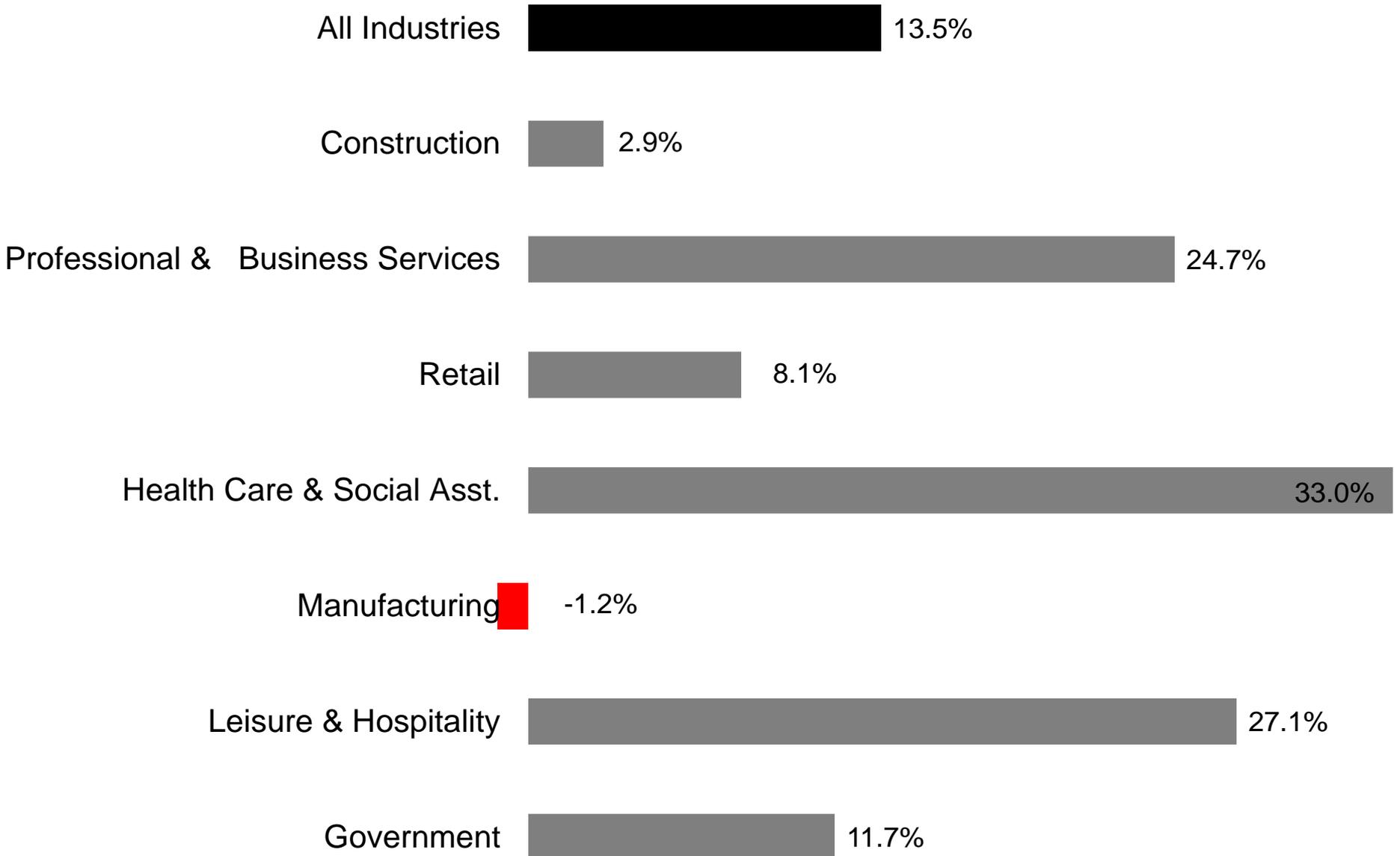
Portland Metro Industry Growth

1 Year Trend – August 2017



Portland Metro Industry Growth

10 Year Trend – August 2007 to August 2017

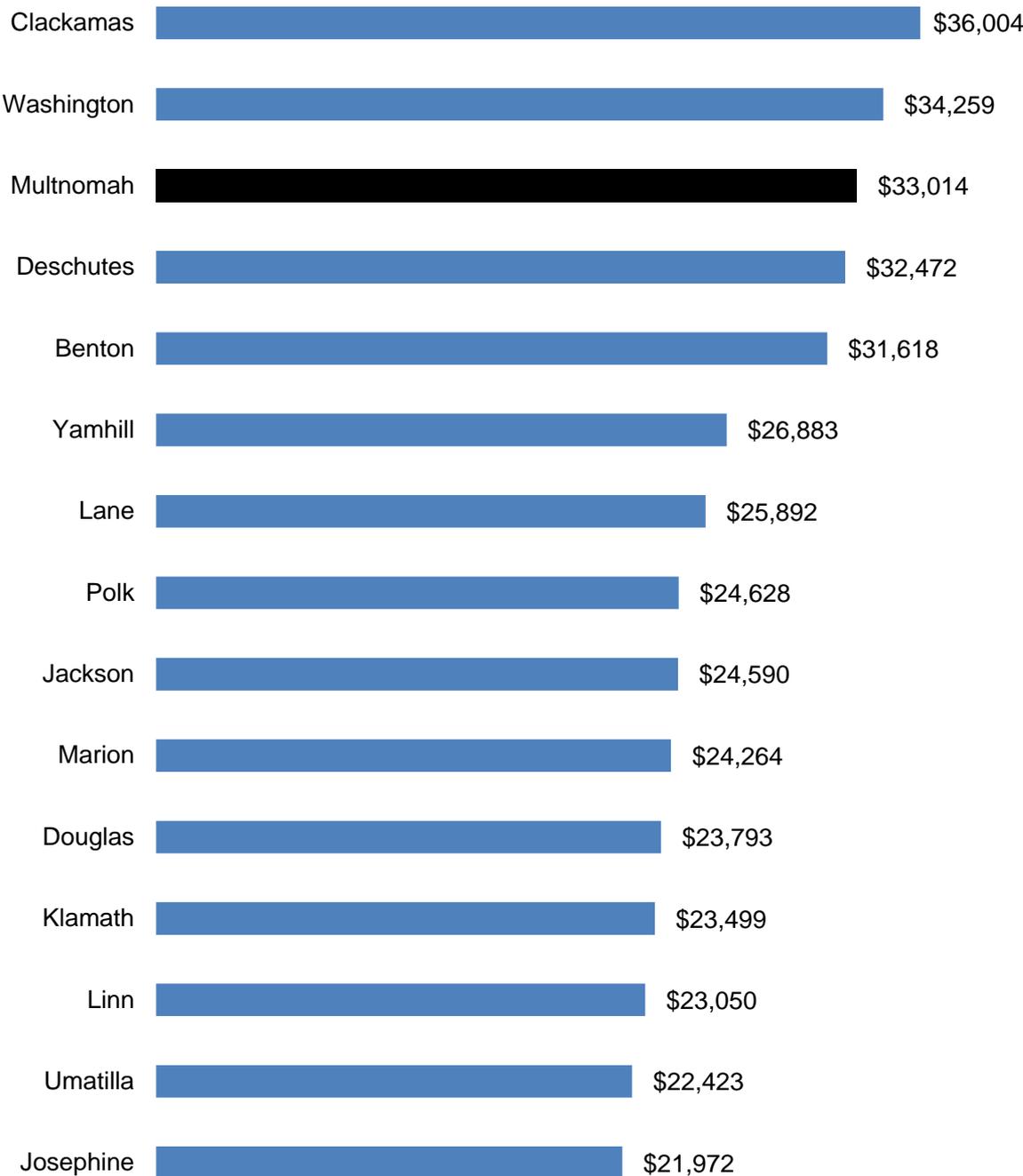


Per Capita Income By Oregon County

2015

89% of Oregonians live in one of the 15 largest counties.

Multnomah is the 3rd wealthiest of the large counties.



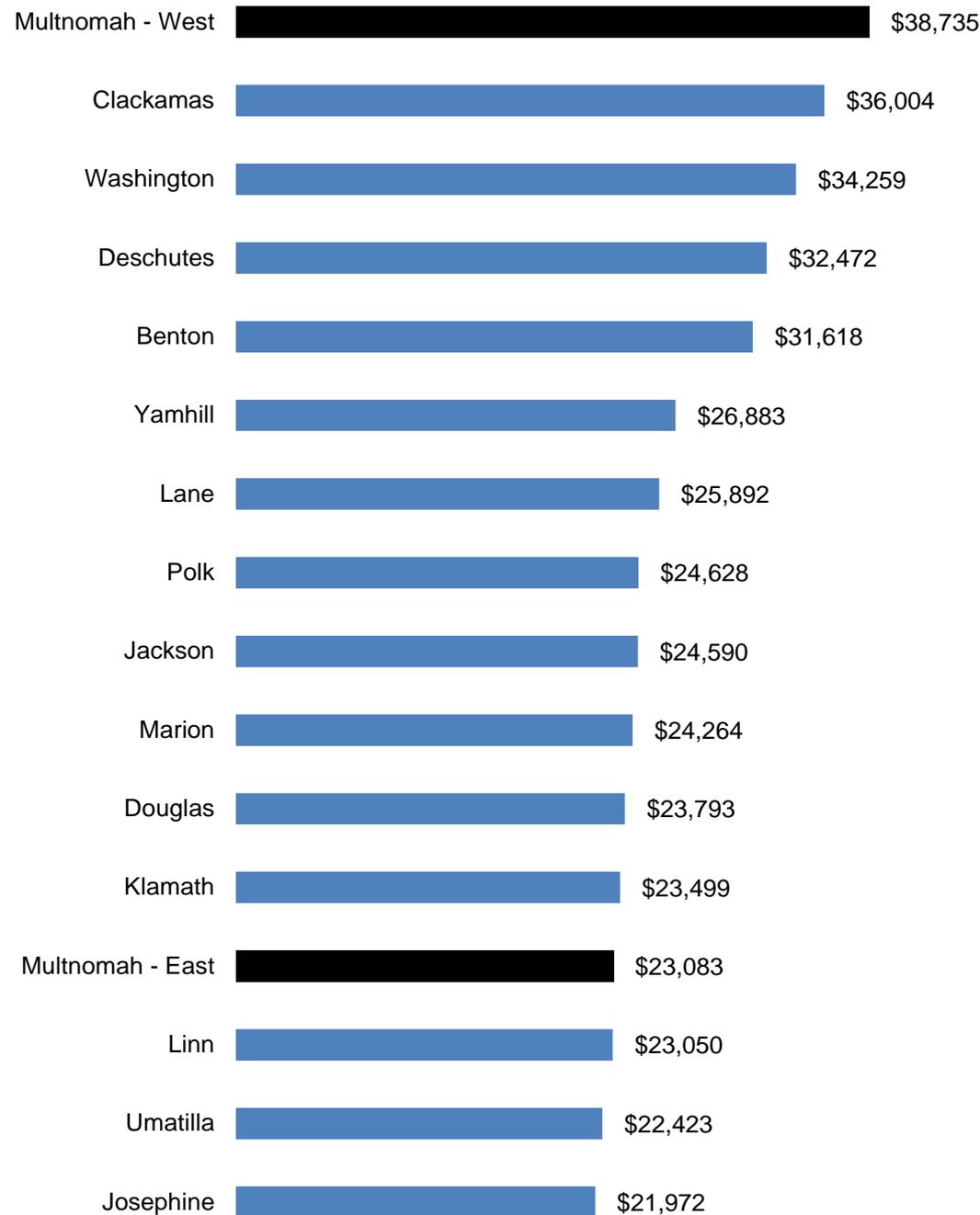
Per Capita Income By Oregon County

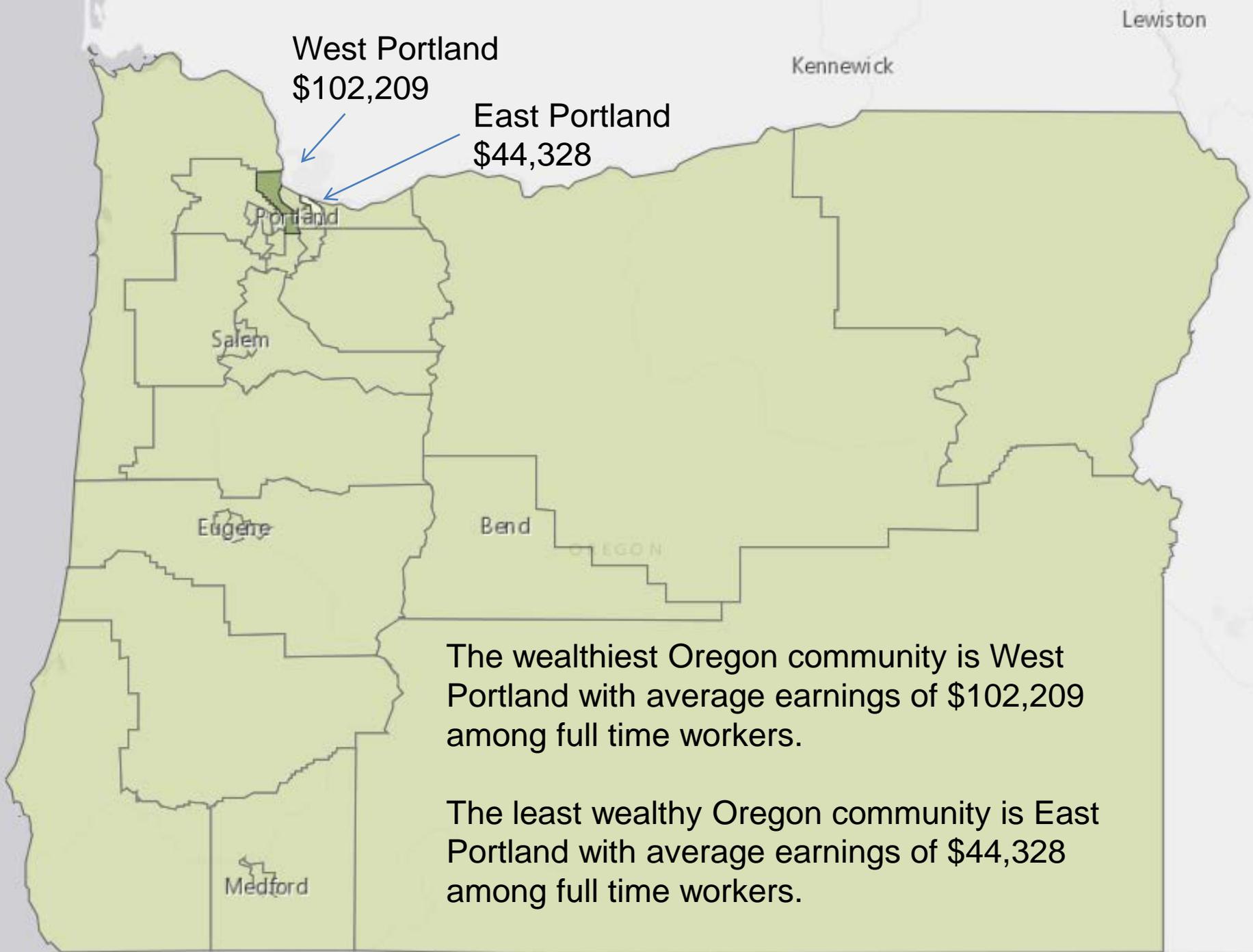
2015

Imagine we divide Multnomah County between “East” and “West” along 82nd Avenue.

“West Multnomah” would be the wealthiest Oregon county with an average income 68% higher than “East County”. If it were a US state, it would be the 2nd wealthiest state.

“East Multnomah” would be among the poorer counties, but with a population greater than Linn, Umatilla and Josephine combined. If it were a US state, it would be the 49th wealthiest state, between West Virginia and Mississippi.



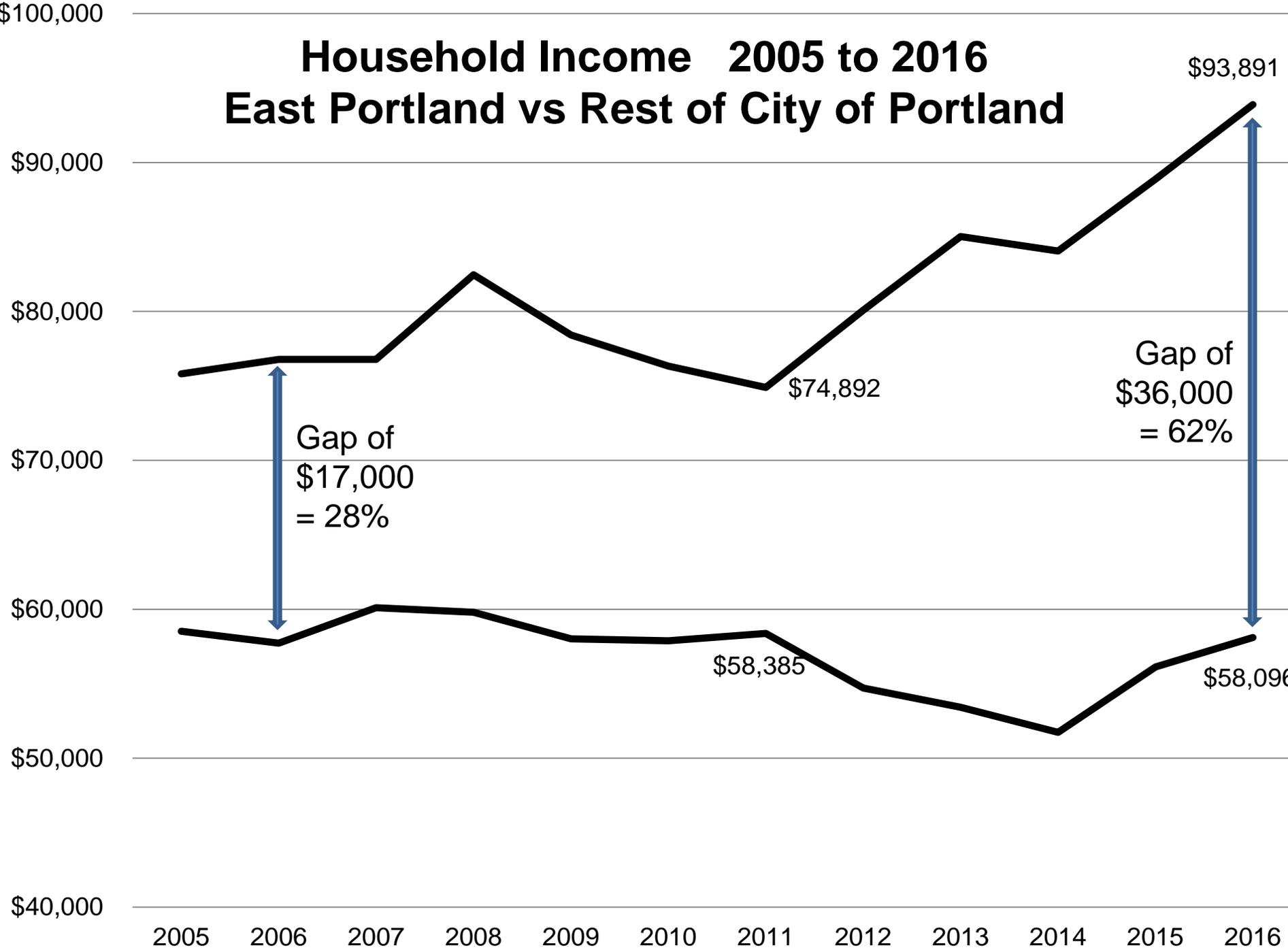


The wealthiest Oregon community is West Portland with average earnings of \$102,209 among full time workers.

The least wealthy Oregon community is East Portland with average earnings of \$44,328 among full time workers.

Household Income 2005 to 2016

East Portland vs Rest of City of Portland



Household Income – Portland Metro

White vs Black vs Hispanic

