



Discussion Summary - AmberGlen Community Plan

City Council / Planning Commission Work Session, February 17, 2009

Participants

Mayor Willey, Hillsboro City Council
Hillsboro Planning Commission

David Bragdon, Metro
Kathryn Harrington, Metro
Rick VanBeveren, Tri-met
Mark Fisher, Standard Insurance
Willey Paul, Kaiser
Matthew Klutznick, Streets at Tanasbourne
Brian Newman, OHSU
Dan Petrusich, Melvin Mark
Steve Abel, Principal Financial

City of Hillsboro Planning Staff:

Colin Cooper
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Notes from Discussion:

- Welcome & Introductions by Mayor Willey
- The context of tonight's discussion: There is a great amount of opportunity in the Tanasbourne/Amberglen area for achieving the 2040 regional centers goals. We have high expectations in terms of what can be achieved for this key urban asset in our city: 25,000 residents & 10-14,000 jobs. Tonight's discussion is about how we as stakeholders, key players, elected officials, etc can come together to bring this area to a regional, transit-oriented hub in Wash Co that is served by the nearby employment centers. (Ribellia)
- Road map for tonight: background, status report, next steps & seek agreement in principle on the major goals. Four questions need to be answered tonight: 1) Is the original OHSU Concept Plan robust enough to make this center successful? 2) Do we generally agree to pursue Tanasbourne/Amberglen as a regional center designation? 3) Do we generally agree to pursue the study & possibility of high capacity transit through the area? 4) Do we generally agree to explore & pursue financing tools such as urban renewal, vertical building credits, etc? (Cooper)
- Hillsboro is and has been committed to created places of value [examples of Downtown, Orenco, Tanasbourne]; importance of creating "third places" and places with unique identity and enduring quality while preserving existing neighborhoods & natural resources and developing in relation to transit. (Cooper)
- Why here, why now? There is a strong interest from stakeholders to push this project forward. Wash Co is expected to absorb a large portion of the expected 1.3 million new people to be added to the region and Tanasbourne/Amberglen provides an opportunity for people to live close to their jobs, transit shopping, etc. The area has good "bones": existing transportation framework, open space sites such as Magnolia Park and natural amenities such as Bronson Creek and Rock Creek Trail, institutional anchors such as PCC Workforce Education, Providence and Kaiser. In addition, there are 4000 existing dwelling units with a mix of multi-family and affordable housing options as well as existing retail uses such as Embassy Suites, Streets at Tanasbourne, etc. A huge opportunity exists at Tanasbourne/Amberglen for accommodating future growth. (Cooper)

* This summary includes only a portion of the conversation from the work session. The comments and responses outlined above provide a summary of the discussion and *are not verbatim*.

- The 11 x 17 timeline describes the successful partnerships that the City has held along the way [example of Standard Insurance]. With the development of the Westside light rail in the 80's the city adopted Station Community zones which were tailor made at the time but due to changing circumstances have now become a constraint. (Cooper)
- The OHSU/Amberglen Concept Plan vision is guided by 7 principles: urban green, third places, connectivity, regional landmark, market flexibility, big initial phase & sustainable development showcase. The new concept plan was delivered from this previous effort but stakeholders wanted a plan that was "ground truthed" and took into account what currently exists. The goal will be to combine both of these efforts to create a realistic, marketable plan that achieves the vision. The timeline outlines plan adoption in fall '09, adopt zoning in '10 and then pursue financing plans afterwards. (Cooper)
- We need to commit to a shared vision in order to accomplish this successfully. We need to look at the constraints of the existing transportation system and find solutions & financing before adoption of the plan. We need to look into the economic feasibility of the project and ways to move it forward (phasing, etc). We need to move forward with zoning changes and pursue the designation of Tanasbourne/Amberglen as a regional center. (Cooper)
- A lot of work has been done the last 3 years on this project and its time to "move the ball over the line". We need to create a public plan & public entitlements that will allow this to actually happen. In order to achieve this it's going to require several public investments (i.e. transit designations, Metro designation of a regional center, stakeholder support, etc). Tonight is an ask of the region, of Tri-met and the stakeholders: Can we move forward collectively along these lines? (Ribellia).
- Metro and the City of Hillsboro's relationship has grown into a great partnership. This Tanasbourne/Amberglen district has a great concept. From a regional perspective we not only want this to happen, we need this to happen. Remember what community led the region out of the last recession? It was the City of Hillsboro and their planning efforts. The city has been ahead of the market. In the 1990's the rest of the region lived off of Hillsboro's infrastructures [i.e. water pipes and Westside Max]. The market is going towards these types of places – people are looking to live in districts like Tanasbourne/Amberglen. The city of Hillsboro is one of the 2-3 most stable jurisdictions right now and its attest to their planning efforts. New resources need to be brought to this – regulatory tools, bricks & mortar type tools, etc. It is important to the entire region that this project be successful. (Bragdon)
- This project is valuable to the City of Hillsboro, Wash Co and the entire region. Only together can we do this – shape the region; we want and need this to happen. The City of Hillsboro has demonstrated itself as a regional leader – there have been a series of tools used to date and there is a track record of the City of Hillsboro implementing a vision. Moving forward, partnership is critical to the success of this. We would like to see the success of this vibrant community and we will continue to support you and provide the necessary tools, etc. (Harrington)
- This is the exact type of project that we are looking to be involved in – it's very exciting. I can't make any statement of formal support but I will say that there is an opportunity for this project to be "actionable" for Tri-Met as long it meets the density requirements for a T.O.D, etc. This is the "poster child" for the kind of development we want in the region. Fred Hansen (Pres Tri-Met) has said that this is the exact kind of project that we want to be involved in, but our involvement is more down the road. We're excited and we're on board – this is in my district and I'm advocating for this. (VanBeveren)
- OHSU's interests are long-term in the district. We will be holding onto parcels for decades and beyond – we literally have tens of millions of dollars invested in the primate center alone. We support the planning goals for urban development and transit in the area. Pedestrian connections throughout the district are important to us. We need to balance our aspirations with the market study. Equity among property owners is key – need to share the benefits and the burdens and its important to look at these. We are happy to keep participating but hope that the process doesn't get delayed and will move forward according to the timeline illustrated tonight. (Newman)
- We have been participating for years on this project. Missing from the 7 guiding principles is Economic Vitality. Successful planning efforts require market realities; key benchmarks are needed. I am encouraged by the timeline and support it. Efficiencies in our planning efforts are critical – people get disengaged as the plan drags out. Our department is committed to moving the project planning forward quickly. (Abel)
- The Kaiser hospital is expected to be fully open in 2013. We reinforce our support for the project. We look forward for opportunities to participate as the plan moves forward. Our property is relatively dense (15 acres) so we are encouraged by the possibility of HCT and look forward to reducing the number of cars for our development. (Paul)
- Great job. Look back at what has historically happened in the Tanasbourne area if you think that this can't happen. This is a great plan, very ambitious. You've got a great group of stakeholders and a great government. Good luck. (Fisher)
- We will need to reach out the community in this area as the process moves forward. (PC-Coulter)

- We need to keep economic vitality in mind throughout this and we need to apply lessons learned from other communities [example of Vancouver BC suburbs]. Also, we need to seek to understand how important the big green space component of this plan is as we move forward. (CC- Dennis)
- [Seeks clarification regarding the eastern edge of plan bordering 185th]
What is most bothersome is the transportation component – I am hopeful that the HCT will help solve these issues. I also want to make sure that it's not an either-or issue (don't want to sacrifice success of South Hillsboro). (PC-Brewer)
- We may need to look at phasing for a holistic approach for accomplishing both South Hillsboro and OHSU/Amberglen. We need to look at how we can maximize funds that are available to insure that when the economy heats up people will move to this place in a hurry. (PC-Coulter)
- Our intent is to get a sense of the partnerships and agreements that are necessary to be successful and move forward quickly. We want to be able to inform the steering committee on the direction they should or should not go from this meeting that's why we need to come to an agreement on these 4 questions. Question 1) Are the goals of the OHSU/Amberglen plan robust enough to move us forward into the next phase? We can blend what we heard today into them: economic vitality, flexibility, speed, local & global competitiveness. (Cooper)
- We need to be careful to not create communities that exist on their own. How can we insure that the Tanasbourne/Amberglen community will blend with larger Hillsboro? (PC-Coulter)
- I think it's important we avoid creating another homogenous community. It could be bigger than a regional landmark if we did it right – I endorse commissioner Dennis comment: the big green space is so distinct and important. (PC-Lankford)
- What we were trying to do here is something very different than what has originally been done in the suburbs: create a true urban place. You need something big to happen early on that is led by the city. This "big initial phase" (big park originally) needs to be that spark and placemaking amenity that other things would flow out of. (Newman)
- Clarification of Coulter's comment on blending vs. creating a distinct place? (Cooper)
- You want it to be a place that is distinct but you don't want it to be a place where the rest of Hillsboro doesn't believe they belong to. Something that draws everybody here – the rest of Hillsboro should be invited to it, not excluded. "A community within the community" (PC-Coulter)
- In that area people don't know where they work: Beaverton, Hillsboro, Portland? We have dropped the ball. It needs to be part of the whole, part of the larger community. (PC-Matthews)
- It's going to be a special place where people have an affinity with that community [example: "Orencoians" first, "Hillsborians" second]. It is really important that we have a big initial first step on the jurisdictions part in order to get this thing going. (CC-Dennis)
- What is our starting point – are we starting with the original plan or the stakeholder version or is it a hybrid? (Abel)
- It will be a hybrid of the two because we want to combine and refine both efforts when moving forward. There is good foundation work that is already done & our intention is not to reinvent the wheel but to combine the efforts and move forward. (Cooper)
- This is why we wanted to bring the stakeholders to the table with the commissioners, Metro & Tri-met so that we can all hear the various concerns & interests so as we move towards plan preparation we can encompass both. This discussion sets the parameters for which we prepare this plan and for which the commissioners & council base their deliberation and policy choices. (Ribellia)
- Concern that this area is in the Beaverton School District – this is part of the identification of this as we move forward (PC-Brewer).
- I have lots of questions and concerns that are probably because of my lack of information. I look forward to participating in the future. (Klutznick)
- As someone who lives in the area, I wanted to let you know that there is a larger neighborhood that is looking to support this. Because of the investments you have made in your city, you have enabled a larger community to embrace this area. (Harrington)
- Question 2: Do we agree that the city should pursue a designation of a regional center? (Cooper)

- Intensity is what got Hillsboro where we've come today. I'm comfortable with intensity as long as it comes with unique character. As the unique factor for this project goes down, my interest goes down. (PC-Lankford)
- I will take that as consensus that we should seek a regional center for this district. Question 3: Is there a desire to extend HCT through this district? Understand that there is a local contribution: agree to density levels, financial commitment from local jurisdiction, etc. (Cooper)
- This would provide a vital transit link to the employment corridor west of this area (Intel, Solarworld, Genentech, etc). (VanBeveren)
- We need to consider the challenge of getting freight to market in this process. How can we free up freight mobility so we can get freight to market? (PC-Coulter)
- We will be doing transportation planning analysis in the next phase that will address this. (Cooper)
- Transportation and mode-split is important to OHSU. A lot can be done to maximize the investment that is already there. Local circulators, better pedestrian connections, etc can be done now. Its good to be ambitious and look at what can be done but I have a lot more questions than answers. Our first priority is maximizing the asset that is already there (Newman)
- We are working on the Regional Transportation Plan update and freight mobility is an important aspect of that so at a regional level we are looking at freight mobility as well. (Harrington)
- I will consider that a general consensus and move forward with question 4:) Consensus that city should explore public and private financing tools: urban renewal, SDCs, vertical housing tax credits, etc? (Cooper)
- Financing tools used to finance growth in the past have their best days behind them – they all have their limitations. In addition to exploring the tools that exist we should do some brain storming on what tools don't exist or what other states and countries have used. Many of the tools we have used have been pre-empted by the legislature. What tools might we like to invent and what do we need in statute or elsewhere to be able to do it? (Bragdon)
- I will consider that broad consensus on that issue. We will continue to proceed on all of the 4 questions. Our steering committee is set to begin in March. (Cooper)
- "The Hillsboro Way" – we ascribe to that very much, it's a way of life to us. Somebody told me several years ago that Hillsboro is poised for growth and development in the future, they're just waiting for the economy to turn and he was correct. That same philosophy continues today and the people sitting around this table have made that same commitment by bringing their thoughts and ideas for making this a great place. Aspirations is a new term that I have a whole new appreciation for, and it is because of the planning dept and the staff at the city of Hillsboro that I am fast tracking the way I am. It is a testimony of their commitment to the success of the city. We invite you to participate in this process and we look forward to a very long and profitable relationship in the development of the OHSU/Amberglen area. (Mayor Willey)

Discussion Summary prepared by Molly Berman, City of Hillsboro Planning

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