Why here, why now?

Thinking Big at OHSU/AmbertGlen
The OHSU/AmberGlen Vision

• Transform all of Tanasbourne area to an entirely new level of urban development.

• Achieve higher levels of density in residential, employment, retail, and institutional.

• Provide high quality amenities and a pedestrian-oriented, urban environment.

• Elevate a suburban town center to a major regional activity center—a self-sustaining satellite city.
Achieving Public Goals

- Creating a special place
- Jobs – housing balance
- Meet ongoing demand for jobs and housing
- Relieve density pressures in single-family areas
- Plan for an uncertain energy future
- Integrate light rail
Why Here? Why Now?

The Right Trends

- Access to “Oregon’s economic engine”
  - 400,000 more residents in the next 23 years
  - Washington County becoming increasingly independent
  - Economy, energy cost, and traffic congestion factors
Why Here? Why Now?

Lifestyle and Real Estate Trends

- Nationwide interest in new kinds of communities, lifestyle emphases:
  - “Livability”
  - Sustainability
  - Diversity of uses and housing options
- Successful models of transformation elsewhere
Why Here? Why Now?

The Right Location

- Tanasbourne - successful 2040 Town Center
  - Moving to Regional Center status
  - More jobs coming: Kaiser, Providence, Standard Insurance, elsewhere
  - Streets of Tanasbourne—retail foundation
  - Build on extensive housing base
  - Access to Major Transportation Infrastructure
Why Here? Why Now?

The Right Demographics

– 1 & 2 person households
– Two income households
– Educated workforce
– Significant foreign-born population
– High tech, higher income
– Seeking alternatives to Portland
Why Here? Why Now?

The Right Time

– Several large property owners
– Owners considering development options
– Vacant and underdeveloped land
– Strong interest by owners and developers
– Ready for selective recycling
Guiding Principles

• Urban Green
• Third Places
• Connectivity
• Regional Landmark
• Market Flexibility
• Big Initial Phase
• Model Development
Land Use Concept

- Nine development types
- Mixed use urban community
- Focus on central park & green spaces
- Design standards, thresholds, minimum square footage
- Structured parking
Concept Plan

Neighborhoods
Urban Center

- Full mix of uses – retail, office, housing, hotel, entertainment
- Active pedestrian environment – urban square
- Optional development forms
East & West Park

- Densely developed
- Mostly residential
- Significant green amenities
- Neighborhood retail
Station Areas

- Neighborhood Center 1 development type
- Quatama station moved – intense mixed use
- Willow Creek – office/education facilities; some retail
Walker/185th

- Neighborhood Center 2 – lower intensity
- Corner: retail; adding housing & office
- South & West: housing & office mix
OHSU Research Center

- Develop according to existing master plan
- Significant open space and security buffers
Amberwood Business Center

- Redevelopment opportunities
- Transition to urban development form
- Primarily office and R&D; local retail
Central Park Feature

- Organizing feature for western sub-area
- Active urban park space
- Dramatic foreground view for surrounding development
Corridors & Connectors

- Preservation & enhancement of natural stream corridors; trails, passive recreation
- Connectors link green spaces; water quality
Pocket Parks & Green Streets

- Small urban green spaces
- Complement larger features
- Enhance neighborhood & environmental quality
Third Places
Creating Gathering Places

- Intense mix of uses
- Active public realm
- Inter-relationship: public & private; outdoor & indoor
Connectivity & Mobility
Circulation / Land Use

• Street network: links all uses
• Facilitate all modes
• Intense mixed use + pedestrian friendly environment = high % pedestrian trips
• Bike & pedestrian systems
Transit / Circulator

- Efficient transit network is critical: MAX; enhanced bus system
- Circulator: MAX connections to key locations
Public Facilities & Services

• Sewer, water, stormwater
• Fire & police
• Schools
• Library & other community facilities & services
Phasing

- Start with big initial development
- Phase 1 public improvements & costs
- Future improvements
Development Intensity

About 32% more trips (conservatively):
- 12,195 Employees
- 4,850 Households

Development “Delta” Relevant to Traffic Analysis, etc.
OHSU/AmberGlen Concept Plan: Key Transportation Connections

- 205th Avenue-Amberwood Parkway-Stucki Avenue
  - Five-lane arterial connecting Baseline Road to Evergreen Parkway
  - Provides relief to the 185th Avenue corridor
- Walker Road
  - Extended as five-lane arterial
  - Provides relief to the Cornell Road corridor
- Wilkins Street Extension
  - Provides collector to connect Cornelius Pass Road to 185th Avenue
  - Improves connectivity and east-west capacity
  - Conditional on full development of the OHSU Master Plan
- US 26/Stucki/185th Avenue Split Diamond Interchange
Infrastructure Costs

- Internal Arterials/Collectors: $15 million
- Off-Site Arterials/Collectors: $48 million
- Other potential costs:
  - Land acquisition
  - Structural parking
  - Local street infrastructure
  - Open space acquisitions
  - Urban design amenities

Notes:
- Excludes right-of-way, building acquisition, and development costs
- Includes 40% contingency
Transportation Improvements
Keys to Implementation

• Maintain the essence of the Vision
  – even when details change

• Shared plan

• A true Public-Private Partnership
  – Teamwork
  – Long-term commitment
  – Ongoing public and private investment

• Establish market feasibility and confidence

• Limit land sales to lock down the plan and strategy
Next Steps to Success

• Involve selected owners & developers

• Involve affected implementation agencies & districts
  – Metro, ODOT, Tri-Met, Washington County, Beaverton School District, Tualatin Valley Water District

• Memorandums of understanding

• Development agreements

• Develop predictable timetable

• City commitment to public financing

• Land Use Entitlements
Next Steps to Success

Preparing detailed work program necessary to move forward

- Owner/Developer coordination
- Agency/District coordination
- Preliminary engineering/cost estimates
- Financing mechanism
- Land Use Entitlements
- Phasing
  - Planning effect
  - Improvement construction
Let’s Build It!

CITY OF HILLSBORO

LELAND CONSULTING GROUP

Kittelson & Associates, Inc.
TRANSPORTATION ENGINEERING/PLANNING