

OHSU/AMBERGLEN CONCEPT PLAN

Summary & Next Steps

Presentation to
City Council
Planning Commission

August 2, 2007



CITY OF HILLSBORO



PBPlaceMaking



LELAND CONSULTING GROUP



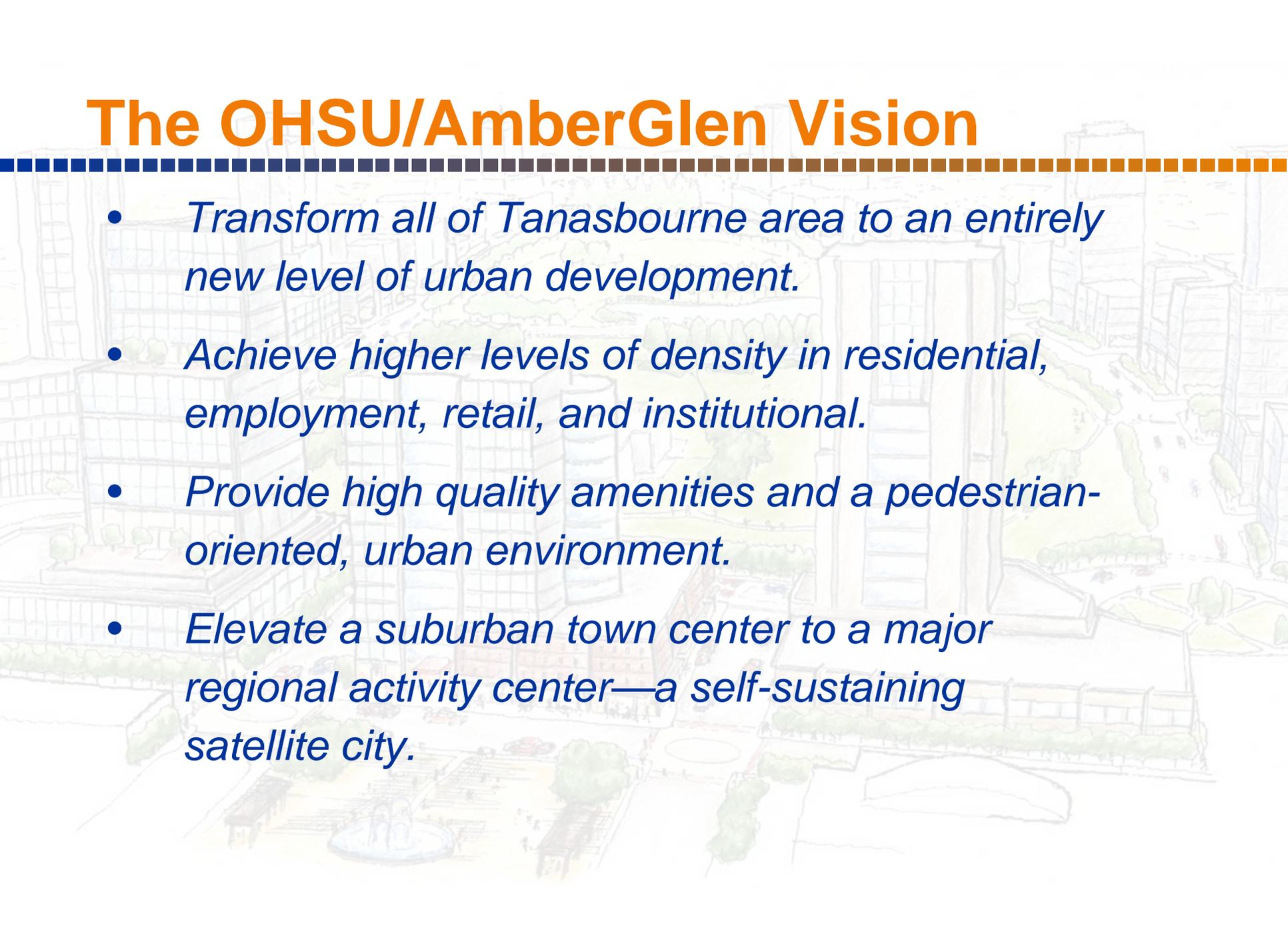
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Why here, why now?

Thinking Big at OHSU/AmberGlen



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.*

Why Here? Why Now?



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 new kinds of communities, lifestyle emphases:
 - “Livability”
 - Sustainability
 - Diversity of uses and housing options
 - Successful models of transformation elsewhere
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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

Concept Plan Summary

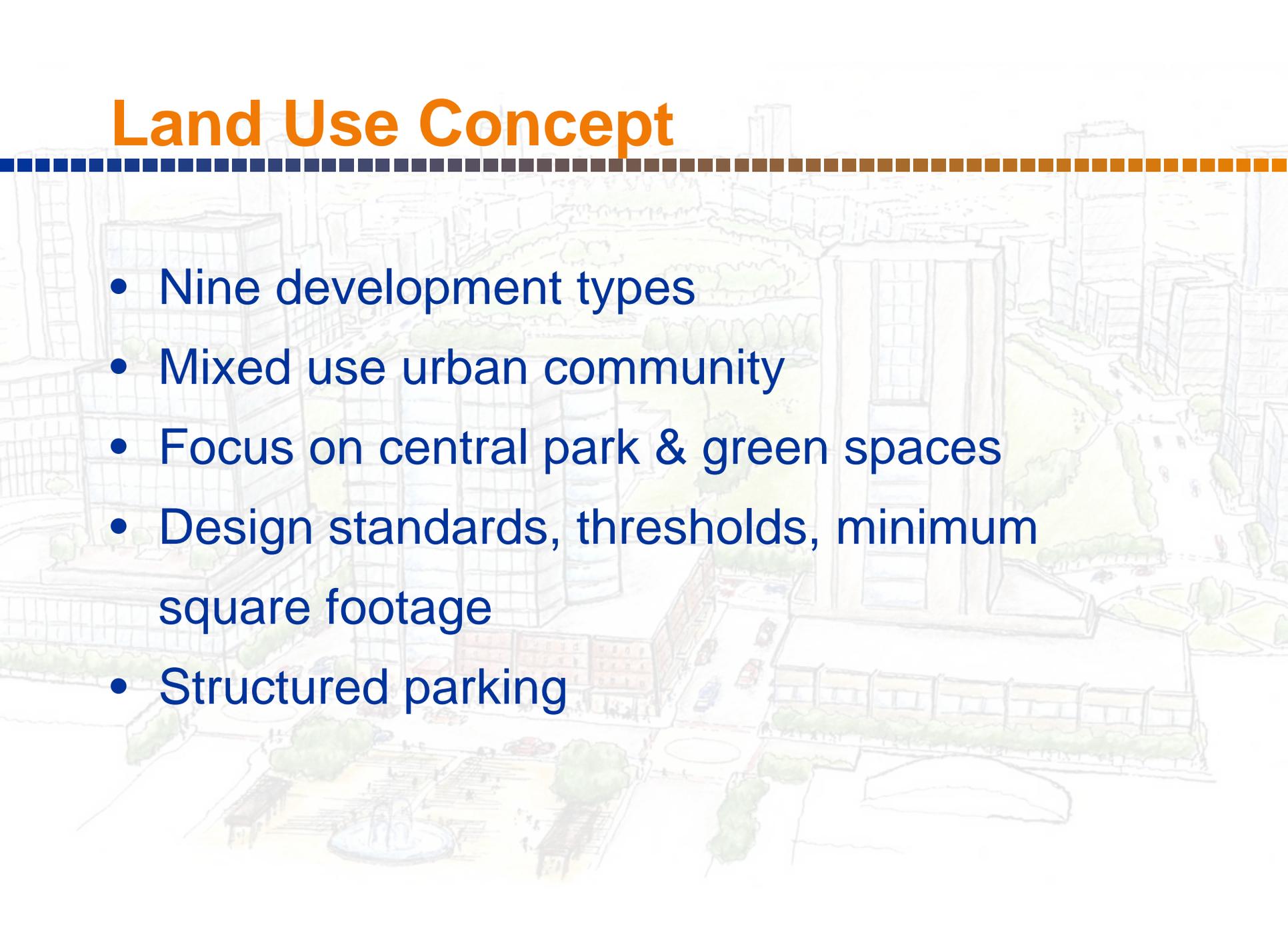


Guiding Principles

An aerial sketch of a city with various buildings, parks, and a fountain. The drawing is in a light, sketchy style with some color washes. A horizontal dashed line in blue and brown runs across the top of the page, just below the title.

- Urban Green
- Third Places
- Connectivity
- Regional Landmark
- Market Flexibility
- Big Initial Phase
- Model Development

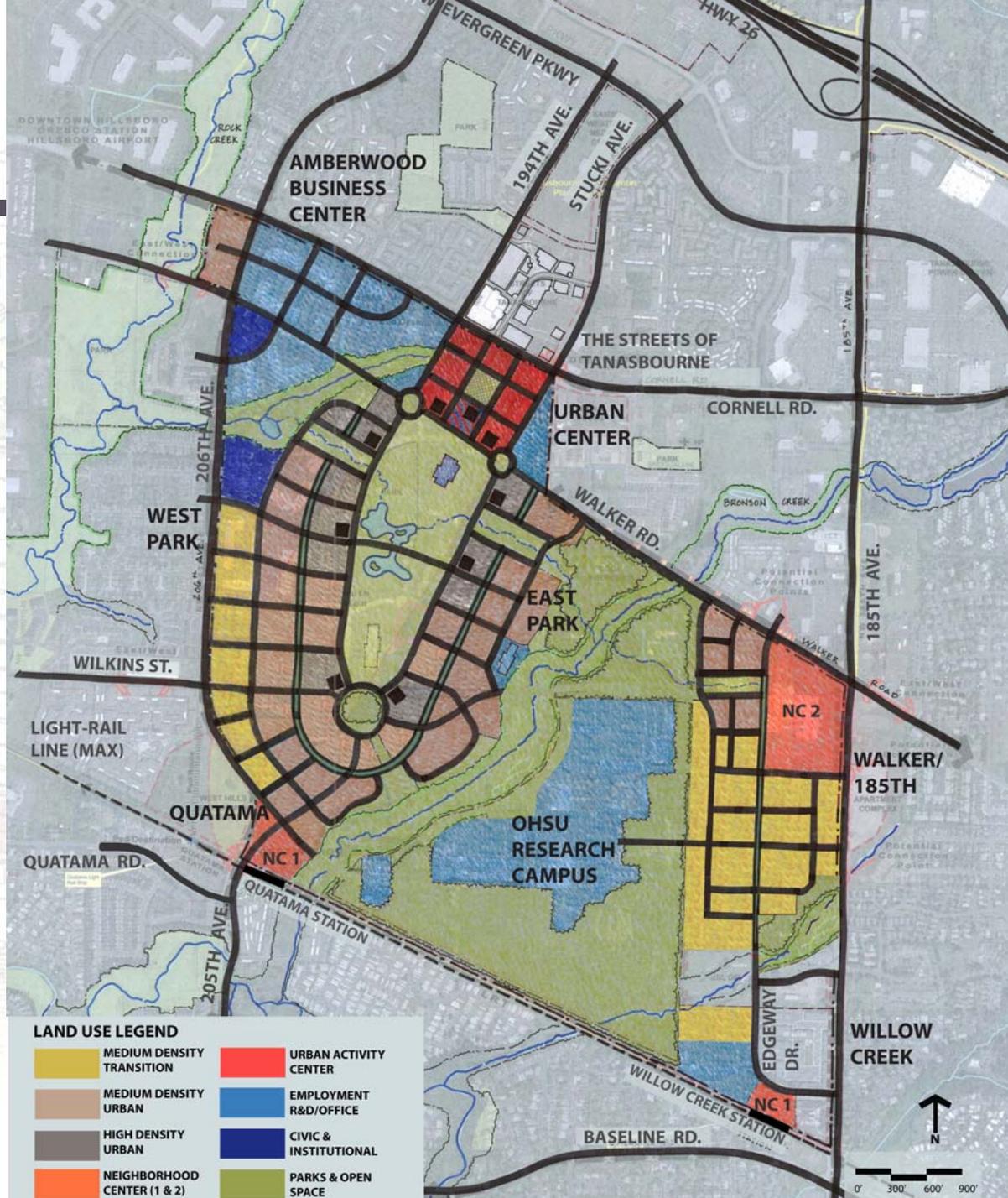
Land Use Concept

An aerial architectural rendering of a city development. The scene features a central park area with a fountain and green spaces, surrounded by various building types including high-rise towers, mid-rise office buildings, and residential structures. The rendering is in a light, sketchy style with a color palette of blues, greens, and oranges. A decorative horizontal line with a blue and orange dashed pattern runs across the top of the image, just below the title.

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

Concept Plan

Neighborhoods



LAND USE LEGEND			
	MEDIUM DENSITY TRANSITION		URBAN ACTIVITY CENTER
	MEDIUM DENSITY URBAN		EMPLOYMENT R&D/OFFICE
	HIGH DENSITY URBAN		CIVIC & INSTITUTIONAL
	NEIGHBORHOOD CENTER (1 & 2)		PARKS & OPEN SPACE

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

Urban

Green



Central Park Feature

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

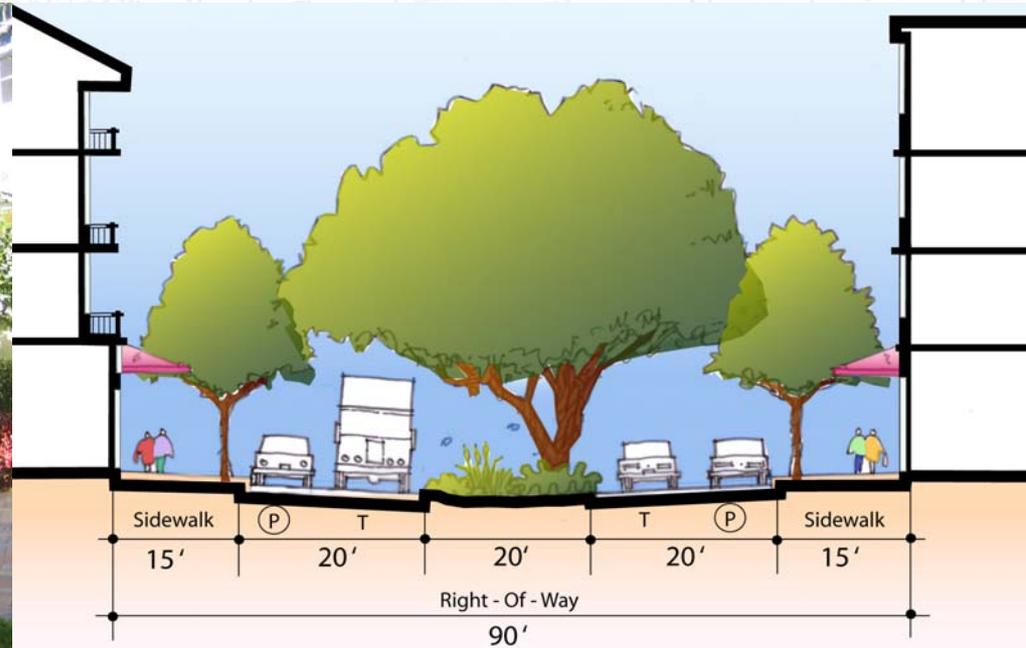


Corridors & Connectors



- 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



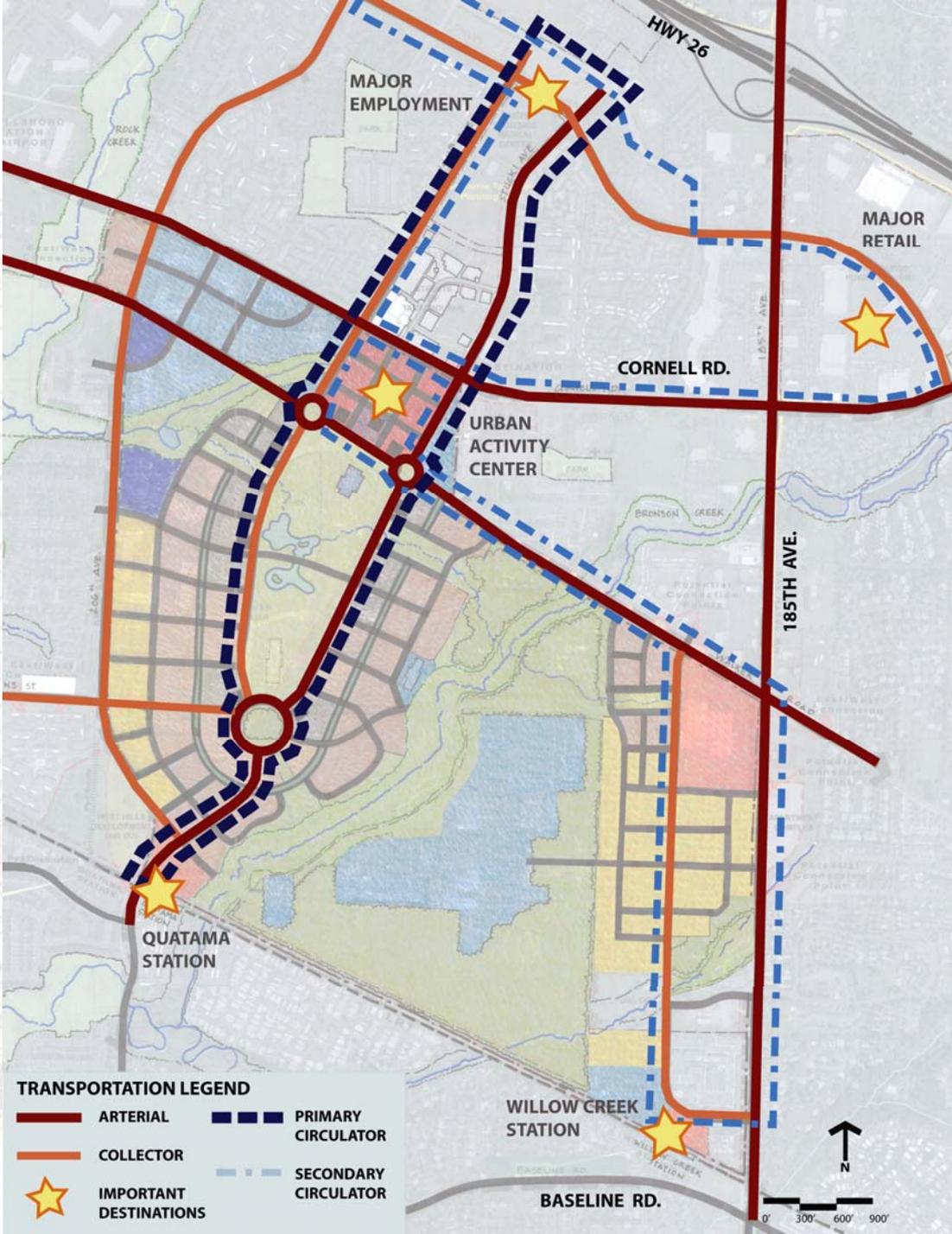
Creating Gathering Places

- 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

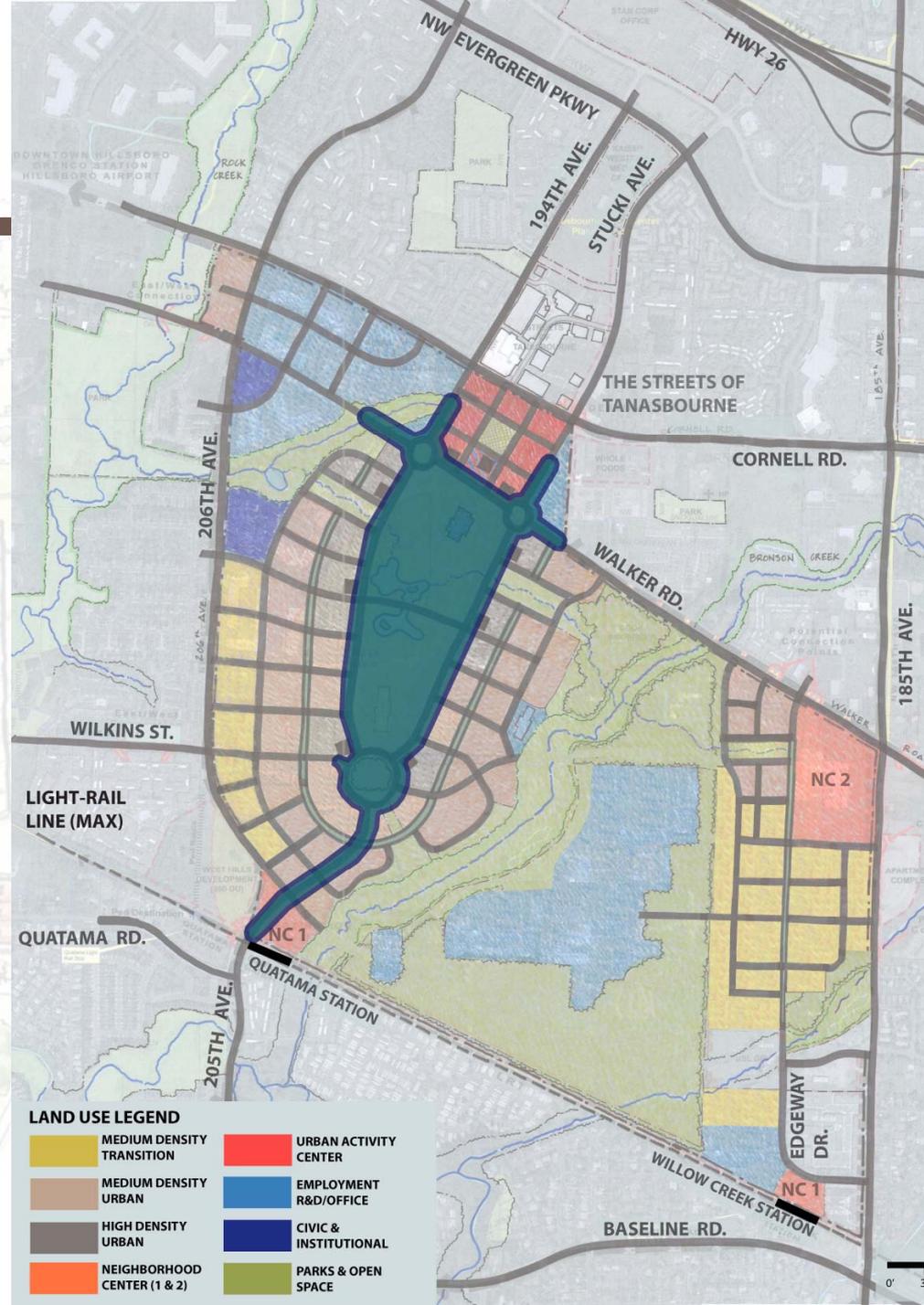
Public Facilities & Services

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

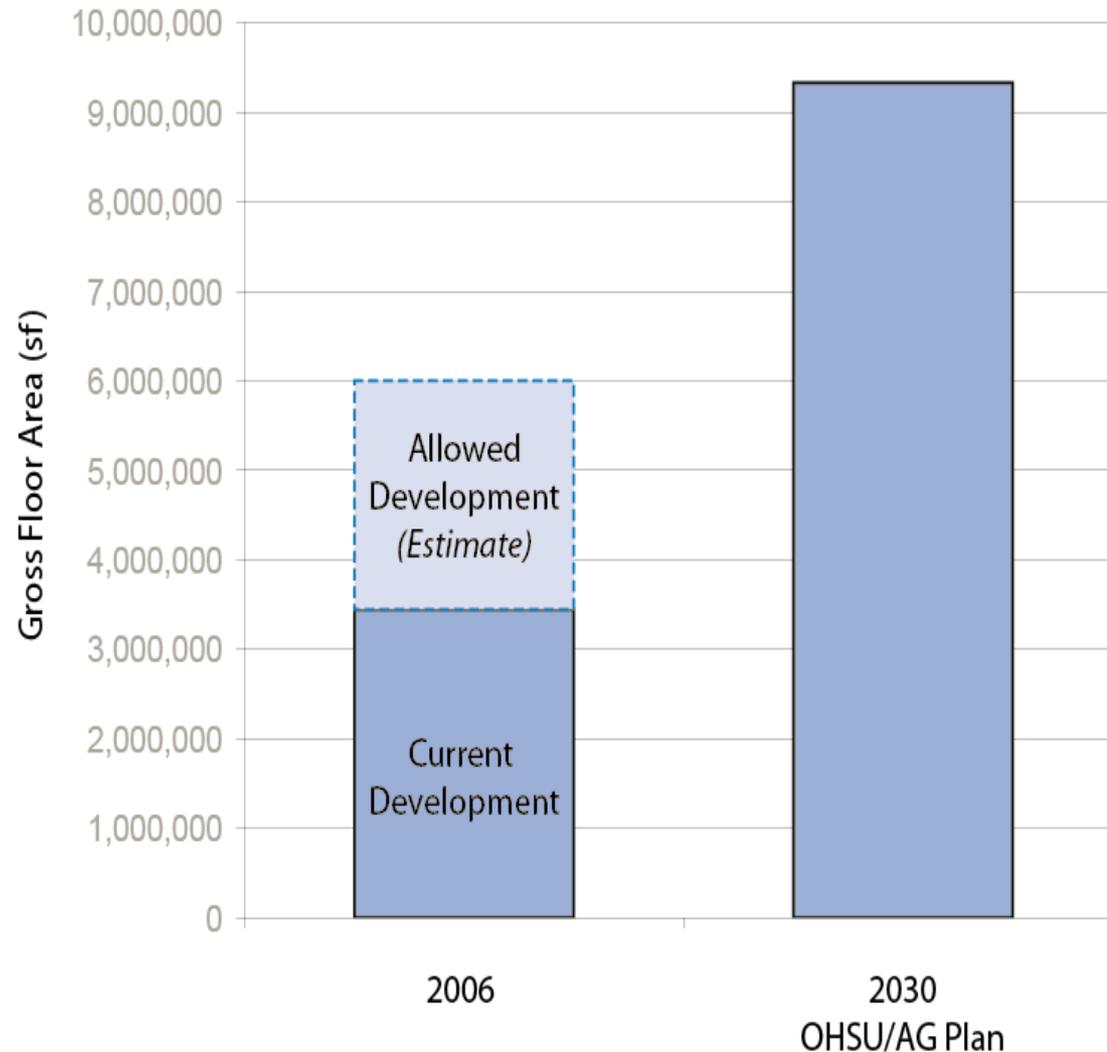


Phasing

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



Development Intensity



Development "Delta"
Relevant to Traffic Analysis, etc.

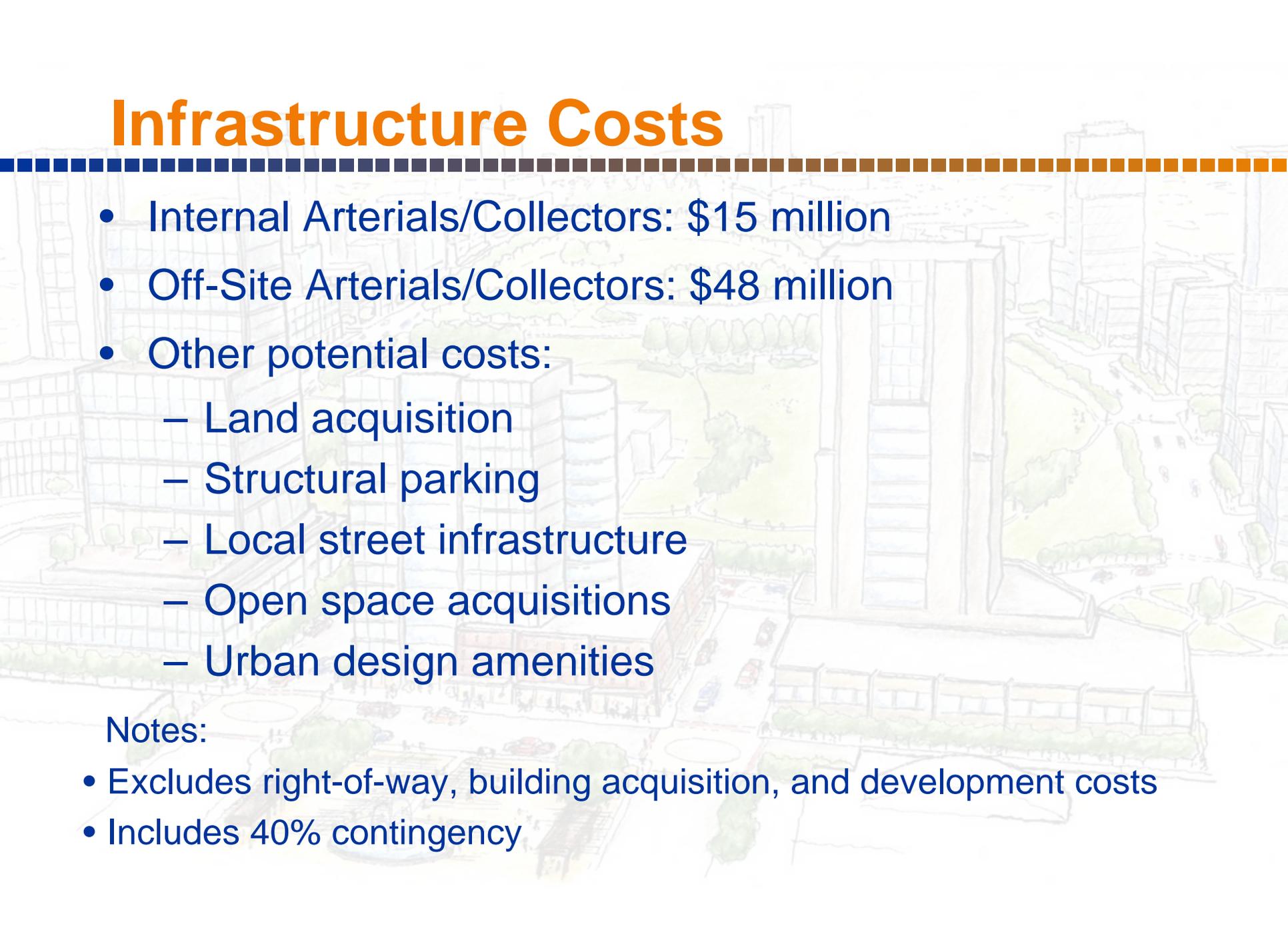
About 32% more trips (conservatively)

- 12,195 Employees
- 4,850 Households

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

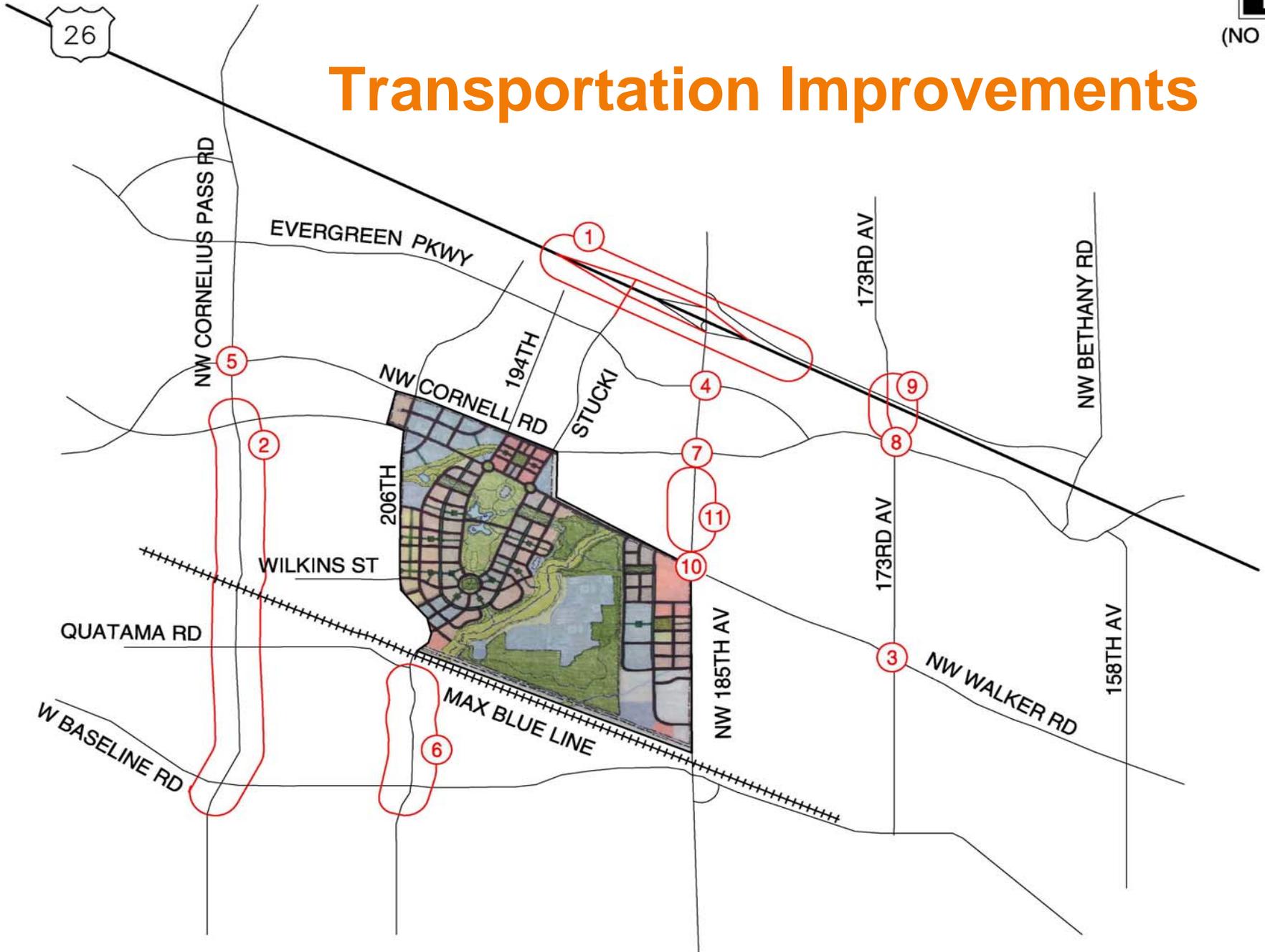


- Internal Arterials/Collectors: \$15 million
- Off-Site Arterials/Collectors: \$48 million
- Other potential costs:
 - Land acquisition
 - Structural parking
 - Local street infrastructure
 - Open space acquisitions
 - Urban design amenities

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!

