

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

Presentation Date: 09/04/2012 **Approx Start Time:** 10:30 a.m. **Approx Length:** 1 Hr

Presentation Title: Asset, Economic Opportunity and Employment Land Mapping

Department: Business & Community Services, Gary Barth, Director
Division: Business & Economic Development

Presenters: Catherine Comer, Manager Business & Economic Development; and Jamie Johnk, Coordinator Business & Economic Development

Other Invitees to be available for additional comments as needed:

Dan Chandler, Strategic Policy Administrator, Board of County Commissioners

Eric Bohard, Information Services Manager, Technology Services

Scott Hoelscher, Senior Planner, Department of Transportation and Development

Eric Laufer, IS Software Specialist 1, Technology Services

Kelly Neumeier, IS Software Specialist 2, Technology Services

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

To review and provide feedback on the Asset, Economic Opportunity and Employment Land Mapping project.

EXECUTIVE SUMMARY:

The goal of this project is to identify and map Clackamas County's economic development assets, economic opportunities and employment land supply by conducting a countywide inventory and analysis of vacant, available, and redevelopment opportunity sites. This is a collaborative effort of Economic Development, Planning, Transportation and GIS departments. This project is part of an overall GIS mapping project for the Clackamas Investment Strategy lead by BCC Policy Advisor.

This project will include an analysis of project ready land requirements; identification, assessment and GIS mapping of countywide employment lands and infrastructure; regional economic opportunities analysis; businesses cluster analysis and supply ring; and a strategic marketing plan.

FINANCIAL IMPLICATIONS (current year and ongoing):

\$50,000 - Business & Economic Development
County staff time

LEGAL/POLICY REQUIREMENTS:

N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

Lead by the County Business & Economic Development division in partnership with the County Planning, GIS, Technical Services, and Transportation in collaboration with Cities' Economic Development Staff throughout the County.

OPTIONS:

Provide feedback on the Asset, Economic Opportunity and Employment Land Mapping project.

RECOMMENDATION:

No recommendation at this time, informational only.

ATTACHMENTS:

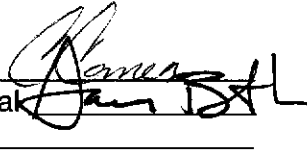
PowerPoint presentation.

SUBMITTED BY:

Division Director/Head Approval

Department Director/Head Approval

County Administrator Approval

Handwritten signatures in black ink. The first signature is written over the 'Division Director/Head Approval' line. The second signature is written over the 'Department Director/Head Approval' line. The third line, 'County Administrator Approval', has a horizontal line drawn through it but no signature.

For information on this issue or copies of attachments, please contact Teresa Sears @ 503-742-4329

Asset, Economic Opportunity and Employment Land Mapping Presentation to the Board of County Commissioners

Study Session
September 4, 2012
Presented by Business & Economic Development

Project Overview

- Conducting a countywide inventory and analysis of vacant, available and redevelopment opportunity sites.
- Identification, assessment and GIS mapping of employment lands and infrastructure.
- Development of an interactive web-based mapping tool.

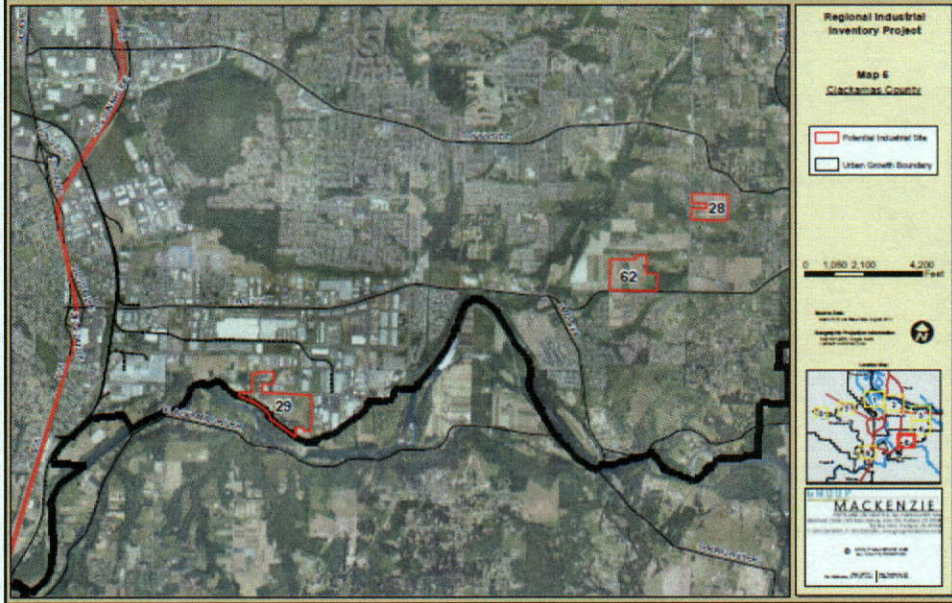
Project Team

- Collaborative effort of Economic Development, Planning, Transportation and GIS departments.
- Economic Development
 - Catherine Comer, Manager
 - Jamie Johnk, Coordinator
- Technology Services
 - GIS
 - Eric Bohard, Information Services Manager
 - Eric Laufer, IS Software Specialist 1
 - Kelly Neumeier, IS Software Specialist 2
 - Jim Lugosi, Senior IS Software Specialist
 - Web Team
 - Katie McClaran, Information Services Manager
 - Steve Meier, Senior IT Administrator
 - Dan Zezas, Senior IT Administrator
 - Mark McBride, Senior IS Software Specialist
- Planning
 - Scott Hoelscher, Senior Planner
- Clackamas County Communities

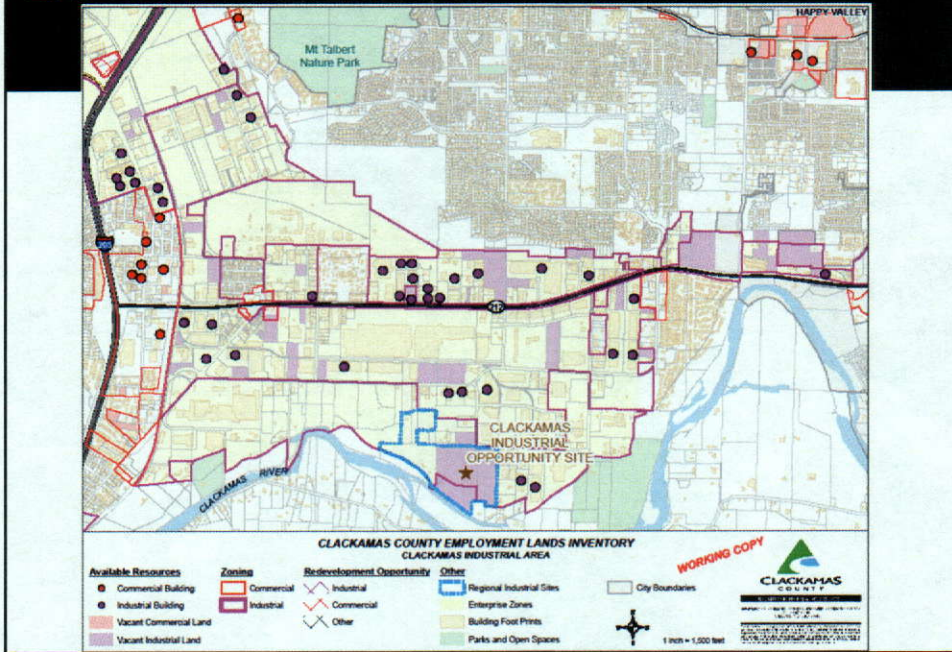
Process

- Identify Mapping Areas
- Run Costar Reports
- Planning department identify permits in process
- Develop Map
- Collaborate with economic development partners in communities to review preliminary map
- Verify vacant lands and available properties
- Produce Final Map
- Present to Communities

Regional Industrial Inventory Report Area 1 - Clackamas Industrial Area



Clackamas Industrial Area



Regional Industry Inventory Report Tiering Matrix

Phase 1 Tiering Matrix									
	25 net developable acres	Use Restriction	Brownfield Remediation	Annexation Required	Sewer, Water, & Storm	System Mobility	Currently for Sale or Lease		Willingness to Transact
Tier 1	Within 6 months	No	No or Within 6 months (Score of A)	No	A or B	A or B	Yes	OR	Yes
Tier 2	Within 7-30 months	Yes or No	Within 7-30 months (Score of B)	Yes	A, B or C	A, B or C	Yes	OR	Yes or Unknown
Tier 3	>30 months	Yes or No	>30 months (Score of C)	Yes	A, B or C	A, B or C	Yes or No	OR	Yes or No or Unknown

Site readiness and time to market are the determining factors used to develop tiers of sites.

Tier 1 sites are shovel ready, or can be shovel ready within 180 days (6 months) and require minimal to no additional costs or time to deliver a site. It is anticipated that no or minimal infrastructure or remediation is necessary along with due diligence and entitlements, could be provided/obtained within this time period. The site has no use restriction, and is currently on the market for sale or lease or the ownership is willing to transact.

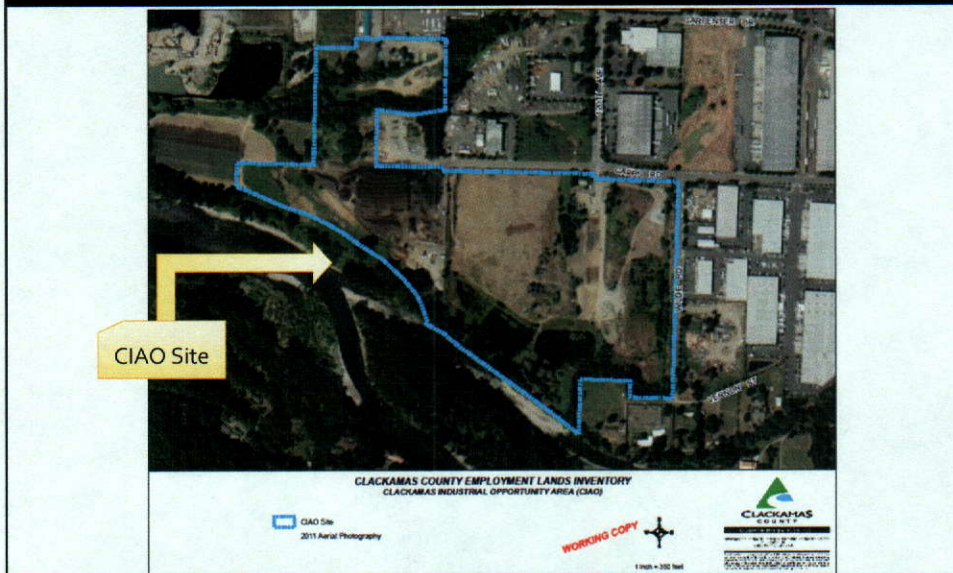
Tier 2 sites require additional time, between 7-30 months, and costs to deliver a shovel ready site. These sites may have a use restriction e.g. marine or aviation only as determined by the Port of Portland. They may have deficiency issues with regards to infrastructure, may require brownfield remediation and may also require annexation and additional entitlements that are assumed to take beyond 6 months time. These sites are currently on the market for sale or lease, or the ownership is willing to transact or this information is not available.

Tier 3 sites require the most time, over 30 months, and costs to deliver a shovel ready site. In addition to the criterion for Tier 2, these sites may or may not be currently for sale or lease or willingness to transact could be yes or no, or is not available.

Regional Industrial Inventory Report Rating Methodology

INFRASTRUCTURE AND TRANSPORTATION RATING METHODOLOGY							
INFRASTRUCTURE							
Sewer	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A</td><td>≥ 8" main located adjacent to or stubbed to site or within ~200ft of site. No downstream pipe/treatment capacity issues.</td></tr> <tr><td>B</td><td>≥ 6-8" main located within ~ 1000ft, with no downstream deficiencies. Possible pump station needed.</td></tr> <tr><td>C</td><td>No nearby pipe and/or significant lift station and force main needed. Downstream deficiencies may be present.</td></tr> </table>	A	≥ 8" main located adjacent to or stubbed to site or within ~200ft of site. No downstream pipe/treatment capacity issues.	B	≥ 6-8" main located within ~ 1000ft, with no downstream deficiencies. Possible pump station needed.	C	No nearby pipe and/or significant lift station and force main needed. Downstream deficiencies may be present.
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B	≥ 6-8" main located within ~ 1000ft, with no downstream deficiencies. Possible pump station needed.						
C	No nearby pipe and/or significant lift station and force main needed. Downstream deficiencies may be present.						
Water	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A</td><td>≥ 12" main adjacent or within ~200ft, preferred loop system existing. No low-pressure issues.</td></tr> <tr><td>B</td><td>≥ 8" adjacent or ≥ 12" main within ~ 1000ft. No pump station or pressure/treatment deficiencies.</td></tr> <tr><td>C</td><td>No nearby pipe and/or system deficiencies present.</td></tr> </table>	A	≥ 12" main adjacent or within ~200ft, preferred loop system existing. No low-pressure issues.	B	≥ 8" adjacent or ≥ 12" main within ~ 1000ft. No pump station or pressure/treatment deficiencies.	C	No nearby pipe and/or system deficiencies present.
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B	≥ 8" adjacent or ≥ 12" main within ~ 1000ft. No pump station or pressure/treatment deficiencies.						
C	No nearby pipe and/or system deficiencies present.						
Storm	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A</td><td>≥ 12" public main adjacent or within ~200ft, or ability to discharge to managed surface waters. No capacity issues.</td></tr> <tr><td>B</td><td>≥ 12" main within ~ 500ft, possible outfall to nearby regulated surface channel or wetland.</td></tr> <tr><td>C</td><td>No adjacent public storm or no available discharge point to surface water.</td></tr> </table>	A	≥ 12" public main adjacent or within ~200ft, or ability to discharge to managed surface waters. No capacity issues.	B	≥ 12" main within ~ 500ft, possible outfall to nearby regulated surface channel or wetland.	C	No adjacent public storm or no available discharge point to surface water.
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C	No adjacent public storm or no available discharge point to surface water.						
TRANSPORTATION							
Surrounding System Quality	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A</td><td>Local Access and Transportation System Mobility are Good</td></tr> <tr><td>B</td><td>Local Access is Good and Transportation System Mobility is Poor -OR- Local Access is Poor and Transportation System Mobility is Good</td></tr> <tr><td>C</td><td>Local Access and Transportation System Mobility are Poor</td></tr> </table> <p>Defined by 2 metrics: Local Access - Defined as the immediate (proximate) transportation system. Factors to consider: Direct roadway connection to the transportation system Extent of frontage and offsite improvements necessary to connect to the proximate transportation system Values: Good - Property has direct connection and no offsite improvements are necessary. Poor - Property does not have a direct connection and/or significant improvements are necessary to gain local access. Transportation System Mobility - Defined as the mobility on the existing freight transportation system. This includes mobility on the adjacent higher-order roadways and intersections. This does not include mobility on the mainline interstate highways as it is assumed all motor vehicle freight generally has to traverse these roadways and is not critical to individual property valuation. Values: Good - Mobility of adjacent system has a PM peak hour v/c ratio ≤ 0.99 (an approximate LOS F or better). Poor - Mobility of adjacent system has a PM peak hour v/c ratio ≥ 0.99 (an approximate LOS F or worse).</p>	A	Local Access and Transportation System Mobility are Good	B	Local Access is Good and Transportation System Mobility is Poor -OR- Local Access is Poor and Transportation System Mobility is Good	C	Local Access and Transportation System Mobility are Poor
A	Local Access and Transportation System Mobility are Good						
B	Local Access is Good and Transportation System Mobility is Poor -OR- Local Access is Poor and Transportation System Mobility is Good						
C	Local Access and Transportation System Mobility are Poor						
Access to Interstate Highway	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A</td><td>< 1.0 Miles to Interstate Highway</td></tr> <tr><td>B</td><td>1.0 - 5.0 Miles to Interstate Highway</td></tr> <tr><td>C</td><td>> 5.0 Miles to Interstate Highway</td></tr> </table>	A	< 1.0 Miles to Interstate Highway	B	1.0 - 5.0 Miles to Interstate Highway	C	> 5.0 Miles to Interstate Highway
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B	1.0 - 5.0 Miles to Interstate Highway						
C	> 5.0 Miles to Interstate Highway						
Access to Freight Route (Highway)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A</td><td>< 0.5 Miles to Freight Route</td></tr> <tr><td>B</td><td>0.5 - 2.0 Miles to Freight Route</td></tr> <tr><td>C</td><td>> 2.0 Miles to Freight Route</td></tr> </table>	A	< 0.5 Miles to Freight Route	B	0.5 - 2.0 Miles to Freight Route	C	> 2.0 Miles to Freight Route
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B	0.5 - 2.0 Miles to Freight Route						
C	> 2.0 Miles to Freight Route						
Access to Freight System (All Modes)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A</td><td>Reasonable Access to 3 Freight Modes</td></tr> <tr><td>B</td><td>Reasonable Access to 2 Freight Modes</td></tr> <tr><td>C</td><td>Reasonable Access to 1 Freight Mode</td></tr> </table>	A	Reasonable Access to 3 Freight Modes	B	Reasonable Access to 2 Freight Modes	C	Reasonable Access to 1 Freight Mode
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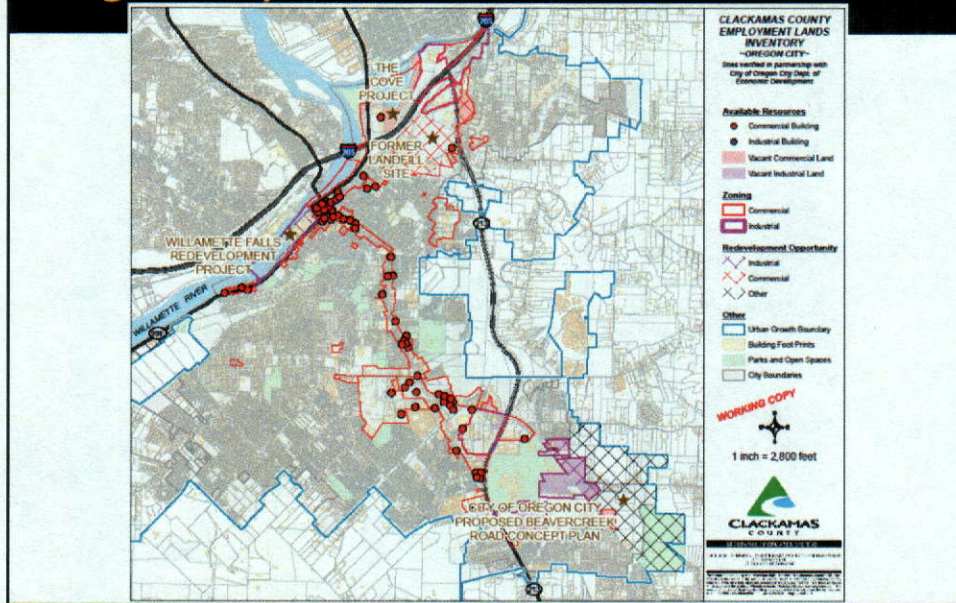
Clackamas Industrial Area Opportunity Site (CIAO)



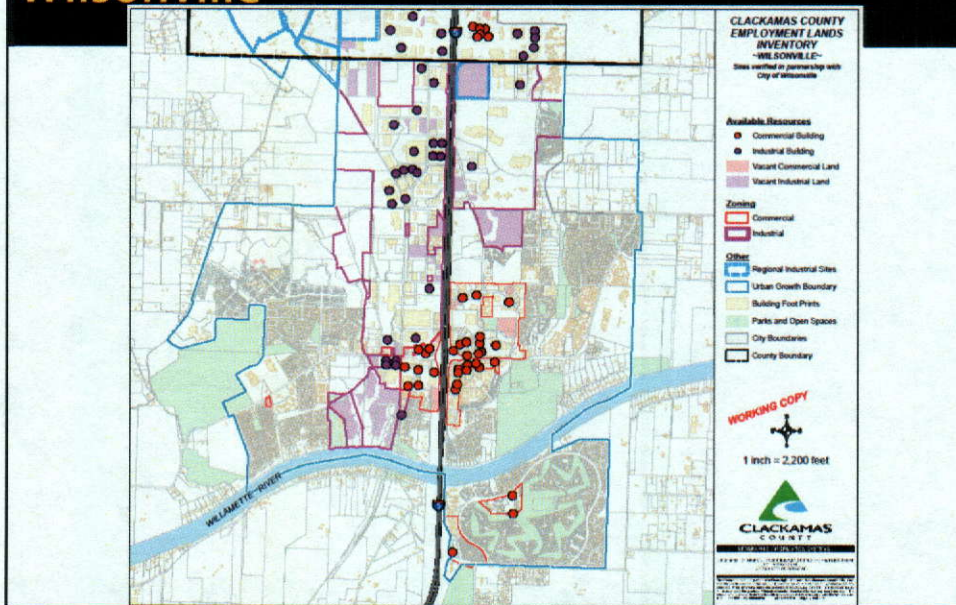
CIAO Regional Industrial Inventory Report

Site Conditions		Tiering Summary																					
Site Infrastructure Sanitary Sewer <ul style="list-style-type: none"> Existing: 10" line along north side, existing pump station on site Existing Sewer Rating: 8 Required: 200' line extension connecting to existing lift station Cost: \$35,000 Water <ul style="list-style-type: none"> Existing: Available line along north side; low water pressure zone Existing Water Rating: 8 Requires: 2300' looped line connecting to existing line Cost: \$244,500 Storm Sewer <ul style="list-style-type: none"> Existing: 42" line along north (uphill) side; 21" line along east side; possible outfall to Clackamas River through existing detention ponds Existing Storm Rating: 8 Requires: 200' line and outfall to Clackamas River, using existing detention ponds Cost: \$88,000 Total Infrastructure Development Cost: \$367,500		Site Analysis <table border="1"> <tr><td>Gross Acreage</td><td>61.93</td></tr> <tr><td>Net Acreage</td><td>40.00*</td></tr> <tr><td>Wetland Acreage</td><td>0</td></tr> <tr><td>Floodplain Acreage</td><td>6.71</td></tr> <tr><td>Streams Acreage</td><td>3.82</td></tr> <tr><td>Site Slope</td><td>26.47</td></tr> <tr><td>Total Constraints</td><td>21.92*</td></tr> <tr><td>Percent Constrained Land</td><td>35.49%</td></tr> <tr><td>State Certified Site</td><td>No</td></tr> </table> Land Use <ul style="list-style-type: none"> 1 property owner 11 parcels Currently for sale or lease Natural Resources <ul style="list-style-type: none"> Significant slope and streams are located on site Site owner estimates approximately 40 net developable acres Net developable acres assumes wetland mitigation; current wetland acreage is unknown at this time Permitting and mitigating wetlands require more than 6 months Environmental <ul style="list-style-type: none"> On site brownfield is able to be mitigated within 6 months Completed Phase 2 Assessment Notes: *Denotes site constraints based on data provided by the local jurisdiction and/or local knowledge		Gross Acreage	61.93	Net Acreage	40.00*	Wetland Acreage	0	Floodplain Acreage	6.71	Streams Acreage	3.82	Site Slope	26.47	Total Constraints	21.92*	Percent Constrained Land	35.49%	State Certified Site	No		
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7-30 months	Time to Market Readiness																						

Employment Lands Inventory - Oregon City



Employment Lands Inventory - Wilsonville



Next Steps:


- Complete mapping process for remaining communities and unincorporated areas.
- Rate readiness and tier employment lands.
- Develop layers for asset maps:
 - Transportation
 - Infrastructure
 - Clusters
 - Site Reports
 - Incentives
 - Employment
- Develop interactive web-based mapping tool.
- Present final product to Board of County Commissioners and Clackamas County Communities

Clackamas County Areas Being Mapped:

- | | |
|-----------------------------|-----------------------------------|
| ✓ Clackamas Industrial Area | ■ Gladstone |
| ✓ Oregon City | ■ Happy Valley |
| ✓ Wilsonville | ■ Lake Oswego |
| ■ Milwaukie | ■ Sandy |
| ■ Canby | ■ West Linn |
| ■ Molalla | ■ Unincorporated Clackamas County |
| ■ Estacada | |

Sample View of Interactive Web-based Mapping Tool

Clackamas Industrial Area Opportunity Site
(12000 SE Capps Rd.)



Vacant Industrial Land
70 Acres +/- Gross
48 Acres +/- Developable
Direct Access to I-205
15 miles to I-5 and I-84
Ample Water, Power and Sewer
For Sale or Lease

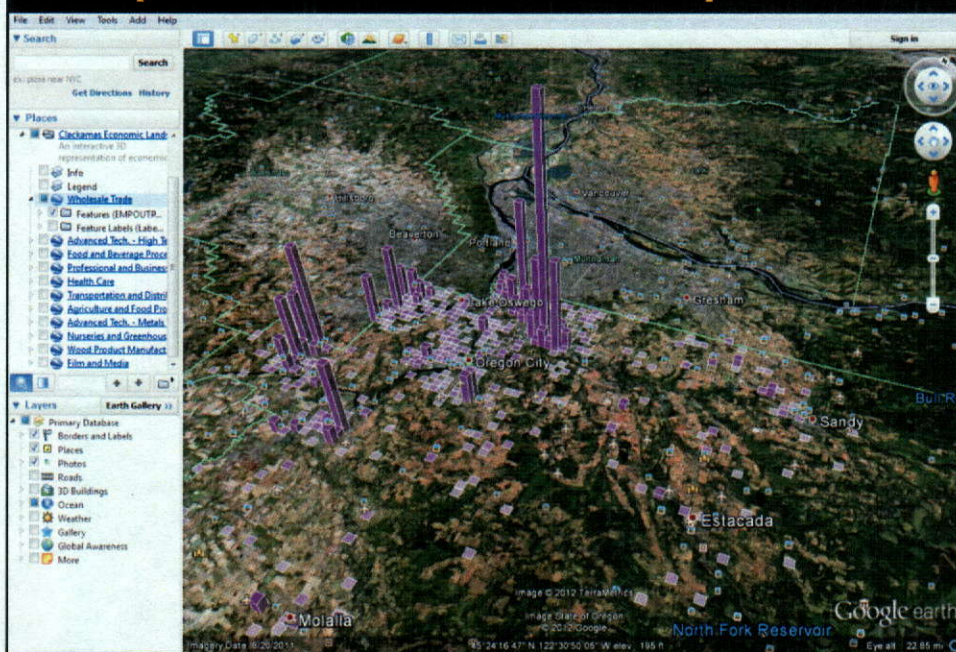
CLACKAMAS COUNTY EMPLOYMENT LANDS INITIATIVE
CLACKAMAS INDUSTRIAL OPPORTUNITY AREA (CIOA)

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2011 Aerial Photography

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CLACKAMAS COUNTY
12000 SE CAPPS RD.
503.251.3300
WWW.CLACKAMASCOUNTY.ORG

Sample View of Cluster Map



File Edit View Tools Add Help

Search

Search

Get Directions History

Places

Clackamas Economic Lands

- Info
- Legend
- Wholesale Trade
 - Features (BMP/OUTP...
 - Feature Labels (Lab...
 - Advanced Tech... High Te
 - Food and Beverage Proce
 - Professional and Busines
 - Health Care
 - Transportation and Distr
 - Agriculture and Food Dis
 - Advanced Tech... Metals
 - Nurseries and Greenhous
 - Wood Product Manufact
 - Film and Media

Layers

- Primary Database
- Borders and Labels
- Places
- Photos
- Roads
- 3D Buildings
- Ocean
- Weather
- Gallery
- Global Awareness
- More

Google Earth

North Fork Reservoir

Eye alt: 22.85 m

Contact Us

Business & Economic Development

www.clackamas.us/business

503-742-4BIZ(4249)