

Appendix 6

Employment land site characteristics

Background

Under Division 24 (Urban Growth Boundaries) of the Oregon Administrative Rules, Metro is required to complete an employment land inventory that describes site characteristics of buildable lands inside the urban growth boundary (as described in Division 9, Economic Development). Cities and counties, in the course of their own planning efforts, are responsible for determining whether sites are suitable for particular uses that match their economic development objectives. This is an appropriate approach given the regional scale of this inventory and the desire to not replicate or supplant local efforts.

The approach used for this analysis is also informed by Division 9 (Economic Development) of the Oregon Administrative Rules, that states “The effort necessary to comply... will vary depending on the size of the jurisdiction...” and that “a jurisdiction’s planning effort is adequate if it uses the best available or readily collectible information...” This clause acknowledges that a detailed region-wide analysis of employment sites is not feasible either to complete or interpret in any meaningful fashion.

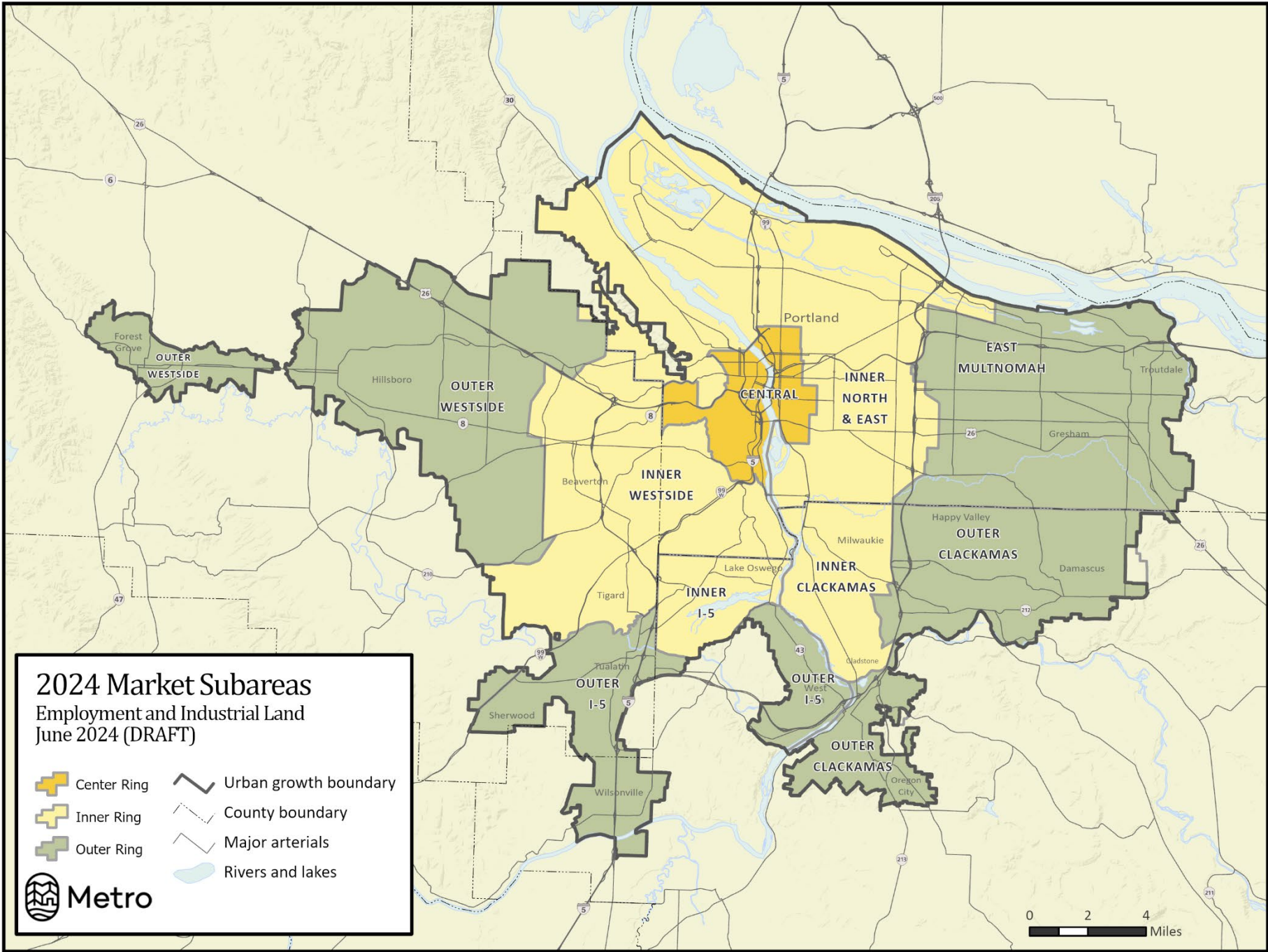
This analysis uses a general approach that was developed in consultation with Oregon Department of Land Conservation and Development staff for the 2014 Urban Growth Report. Table 1 summarizes the site characteristics mentioned in the Administrative Rules and the various data points that have been used to summarize these characteristics. For practical reasons, this report presents regional maps and summary tables. Metro can provide its tax lot level buildable land inventory GIS database on request. Employment land is organized into three categories for this analysis:

- Commercial land
- General industrial land
- Large industrial sites (maps depict dots for each tax lot that comprises a large site; some sites may consist of multiple tax lots)

Table 1: summary of approach for describing site characteristics

<p>OR Administrative Rules Division 9 – Economic Development</p>	<p>Metro employment land inventory approach</p>
<p>Description of minimum acreage or site configuration characteristics including shape and topography</p>	<p>Acreage – summary tables of net buildable acreages are provided. Metro can provide its tax-lot-level buildable land inventory GIS database on request.</p> <p>Shape - site shapes cannot be summarized in any meaningful fashion at the regional scale, but the GIS database includes a visual depiction of the shape of each tax lot in the inventory. Metro can provide its tax-lot-level buildable land inventory GIS database on request.</p> <p>Topography - portions of tax lots with slopes over 25% have been removed from the inventory since they are deemed unbuildable. This report describes, as a site characteristic, the portion of each inventoried tax lot that has a slope between 7-25%. This range was chosen because slopes over 7% are often regarded as an impediment to industrial uses with larger development footprints.</p>
<p>Visibility</p>	<p>This characteristic is taken to mean visibility from a public right of way. For each tax lot in the inventory, distance to the nearest major arterial is computed.</p>
<p>Specific types of public facilities, services or energy infrastructure</p>	<p>Region-wide data to address this site characteristic are not readily available. For public security reasons, Metro does not have access to data on where power and gas transmission lines are. Metro also do not have access to data on where water and sewer facilities are located. The inventory depicts the following:</p> <ul style="list-style-type: none"> -Sewer district name -Water district name -Fire district name -Distance to closest major arterial
<p>Proximity to a particular transportation or freight facility such as rail, marine ports and airports, multimodal freight or transshipment facilities, and major transportation routes.</p>	<ul style="list-style-type: none"> -Distance to nearest rail terminal -Distance to transshipment facilities -Distance to major arterial -Distance to designated freight route -Distance to airport -Distance to marine terminals
<p>Description of any development constraints or infrastructure needs that affect the buildable area of sites in the inventory</p>	<ul style="list-style-type: none"> -Number of environmentally constrained acres (note – these acres are removed from buildable land inventory). -Inside or outside marine use restriction area -Inside or outside an aviation overlay zone -Portion of each tax lot that has a slope between 7-25%






OR Administrative Rules Division 9 – Economic Development	Metro employment land inventory approach
	<ul style="list-style-type: none"> -Owner flagged for tax exempt status (removed from inventory if not available for employment use) -Land value per square foot (county assessor data) -Vacant or redevelopment land category (Metro) -Inside city (yes/no) -Estimate of future streets and sidewalks acreage needs for vacant tax lots. However, we should note that our method uses a regional approach and may not reflect the actual needs of specific sites.

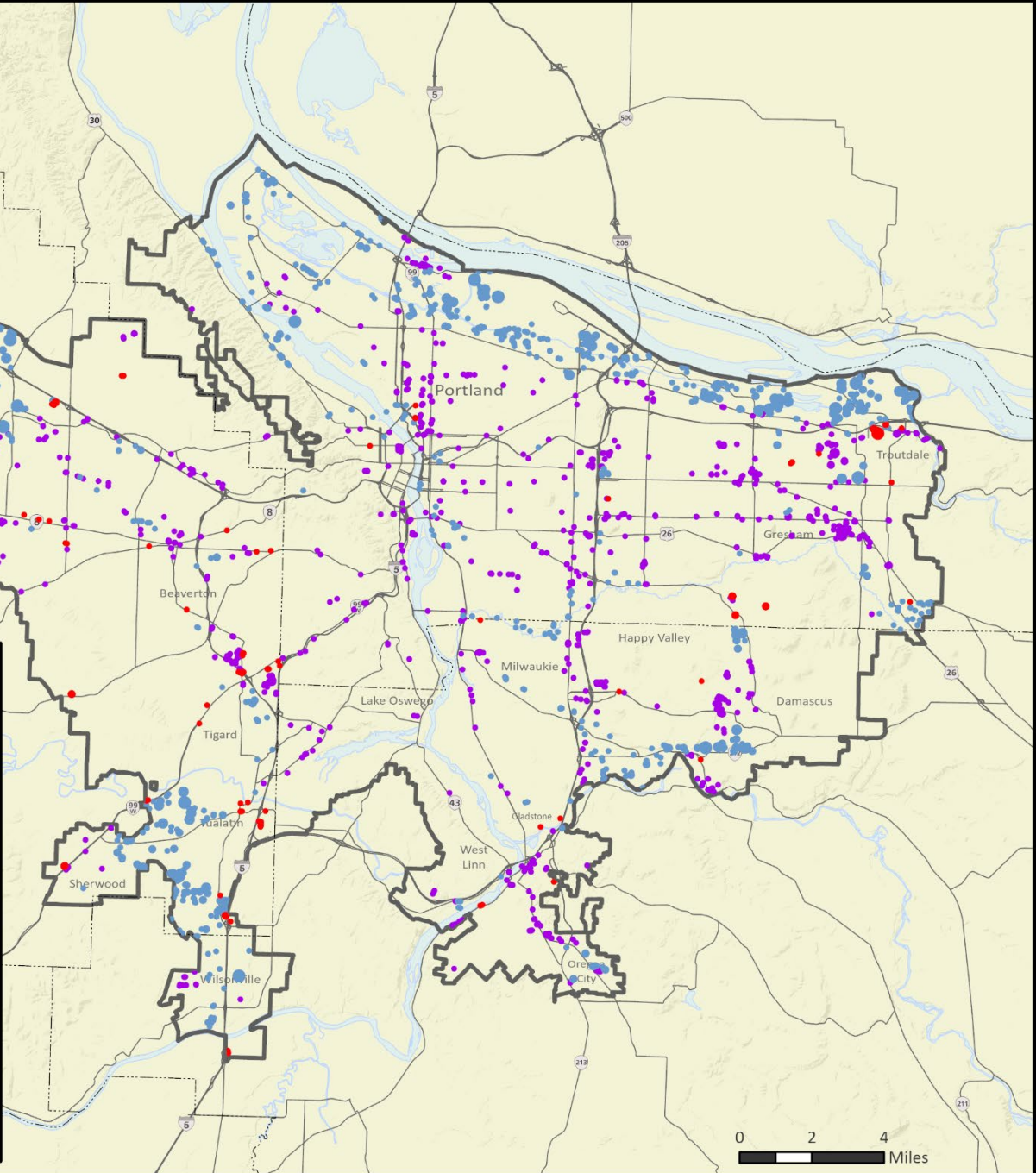


Map 1: vacant employment land

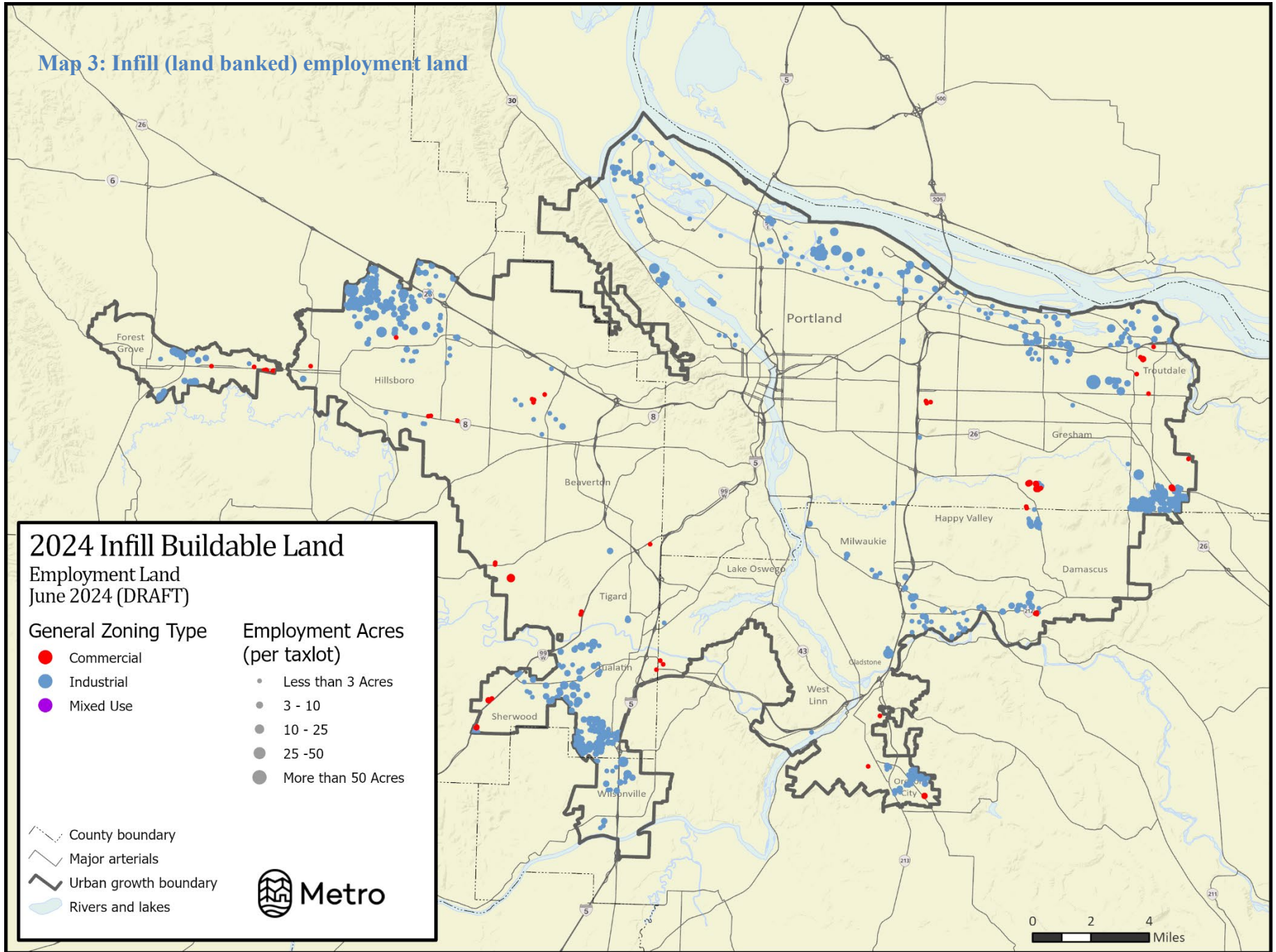
2024 Vacant Buildable Land Employment Land June 2024 (DRAFT)

General Zoning Type	Employment Acres (per taxlot)
● Commercial	● Less than 3 Acres
● Industrial	● 3 - 10
● Mixed Use	● 10 - 25
	● 25 - 50
	● More than 50 Acres

 County boundary	 Metro
 Major arterials	
 Urban growth boundary	
 Rivers and lakes	

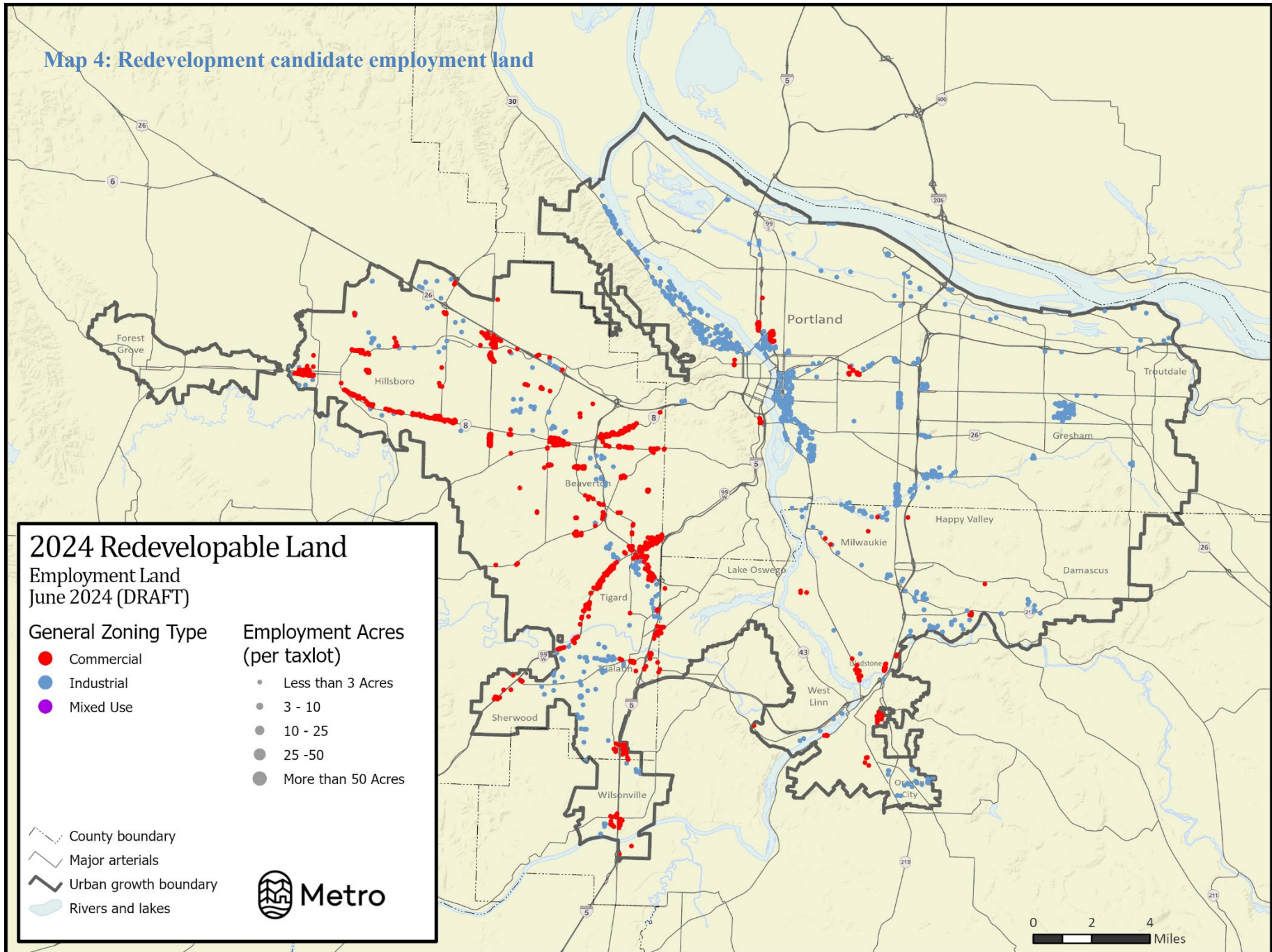


Map 3: Infill (land banked) employment land



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Map 4: Redevelopment candidate employment land



Description of minimum acreage or site configuration characteristics including shape and topography

Table 2: Summary data on acres of buildable employment land inside the Metro urban growth boundary

Market Subarea	Vacant		Infill		Redevelopment		New Urban and Planned		Total	
	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres
Central	110	12.1			370	4.0			480	16.1
Commercial	78	6.7			56	0.8			134	7.5
Industrial	32	5.4			314	3.2			346	8.7
East Multnomah	348	688.5	181	800.8	117	17.3			646	1506.7
Commercial	226	161.1	18	46.2					244	207.3
Industrial	120	483.8	161	701.6	93	6.3			374	1191.7
Large Lot Industrial	2	43.6	2	53.0	24	11.0			28	107.6
Inner Clackamas	48	9.8	9	67.6	70	1.1			127	78.5
Commercial	24	1.6			32	0.2			56	1.8
Industrial	24	8.2	9	67.6	38	0.9			71	76.7
Inner I-5	13	1.3	1	1.3	9	0.1			23	2.7
Commercial	13	1.3			8	0.1			21	1.4
Industrial			1	1.3	1	0.0			2	1.3
Inner North & East	520	493.3	105	485.4	500	45.6	9	65.0	1134	1089.3
Commercial	178	9.9	3	4.4	39	0.6			220	14.9
Industrial	336	394.3	96	420.7	458	41.9	9	65.0	899	921.9
Large Lot Industrial	6	89.1	6	60.3	3	3.1			15	152.5
Inner Westside	149	41.4	14	49.7	501	29.1	1	28.0	665	148.1
Commercial	126	10.2	5	26.8	446	23.7	1	28.0	578	88.7
Industrial	23	31.2	9	22.8	55	5.4			87	59.4
Outer Clackamas	271	322.2	89	326.9	92	6.4			452	655.4
Commercial	198	33.2	6	15.2	29	0.8			233	49.2
Industrial	71	275.1	80	295.9	63	5.6			214	576.6
Large Lot Industrial	2	13.9	3	15.7					5	29.7
Outer I-5	162	429.5	149	682.1	183	31.2	1	4.9	495	1147.6
Commercial	45	15.8	4	14.6	106	7.9	1	4.9	156	43.2
Industrial	91	325.0	116	526.8	73	18.7			280	870.6
Large Lot Industrial	26	88.6	29	140.6	4	4.6			59	233.8
Outer Westside	302	864.1	154	985.0	398	21.5			854	1870.6
Commercial	158	48.2	17	39.4	346	12.2			521	99.8
Industrial	126	411.0	131	789.2	51	9.3			308	1209.6
Large Lot Industrial	18	404.8	6	156.3	1	0.0			25	561.1
Grand Total	1923	2862.2	702	3398.8	2240	156.3	11	97.9	4876	6515.1

Table 3: average and median parcel sizes for vacant and infill industrial land inside the UGB

Row Labels	Infill				Vacant				Total			
	Parcels	Acres	Average Size	Median size	Parcels	Acres	Average Size	Median size	Parcels	Acres	Average Size	Median size
Industrial	603	2825.9	4.7	2.7	824	1934.2	2.3	0.6	1427	4760.1	3.3	1.6
Large Lot Industrial	46	426.0	9.3	5.0	54	640.1	11.9	3.6	100	1066.1	10.7	4.2
Grand Total	649	3252.0	5.0	2.8	878	2574.3	2.9	0.7	1527	5826.3	3.8	1.7

Note: parcel sizes for large lot industrial lands are for the individual parcels that comprise larger sites


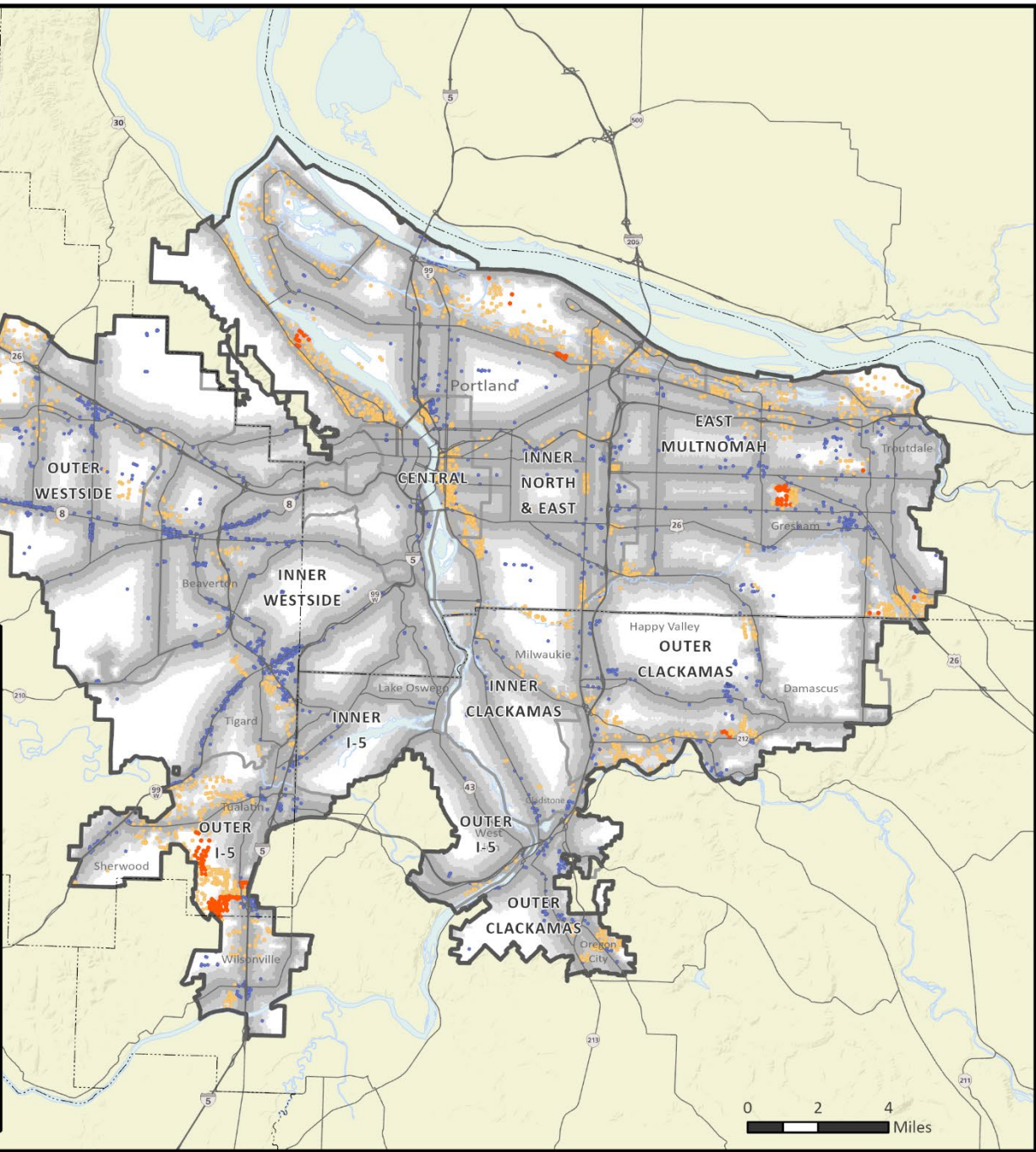
Site visibility
Map 5: Proximity to major arterials

Proximity to Major Arterials With Employment Land By Type June 2024 (DRAFT)

Distance to nearest major arterial

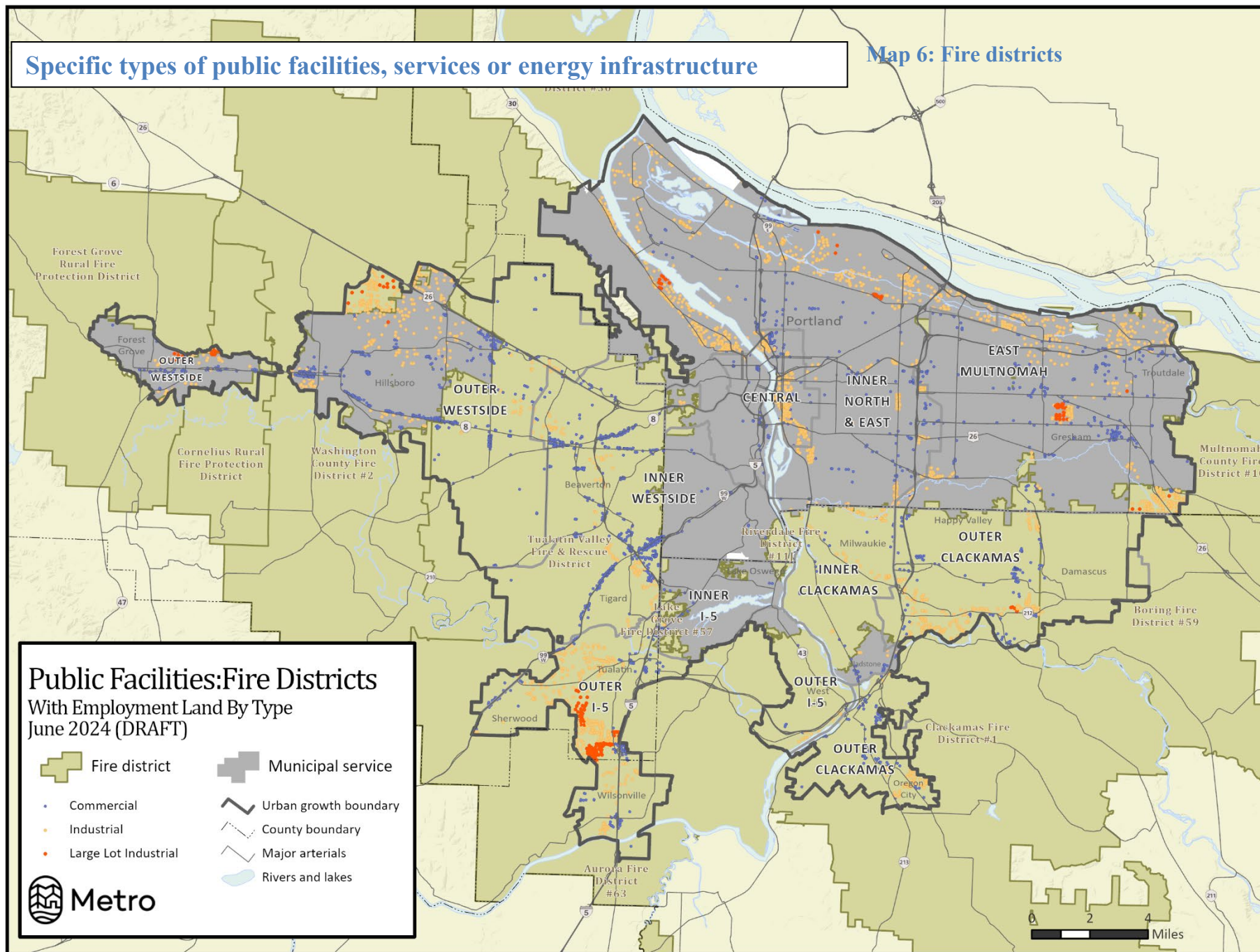
- 0 - 0.25 miles
- 0.25 - 0.5 miles
- 0.5 - 0.75 miles
- > 0.75 miles

- Commercial
- Industrial
- Large Lot Industrial
- Urban growth boundary
- County boundary
- Major arterials
- Rivers and lakes

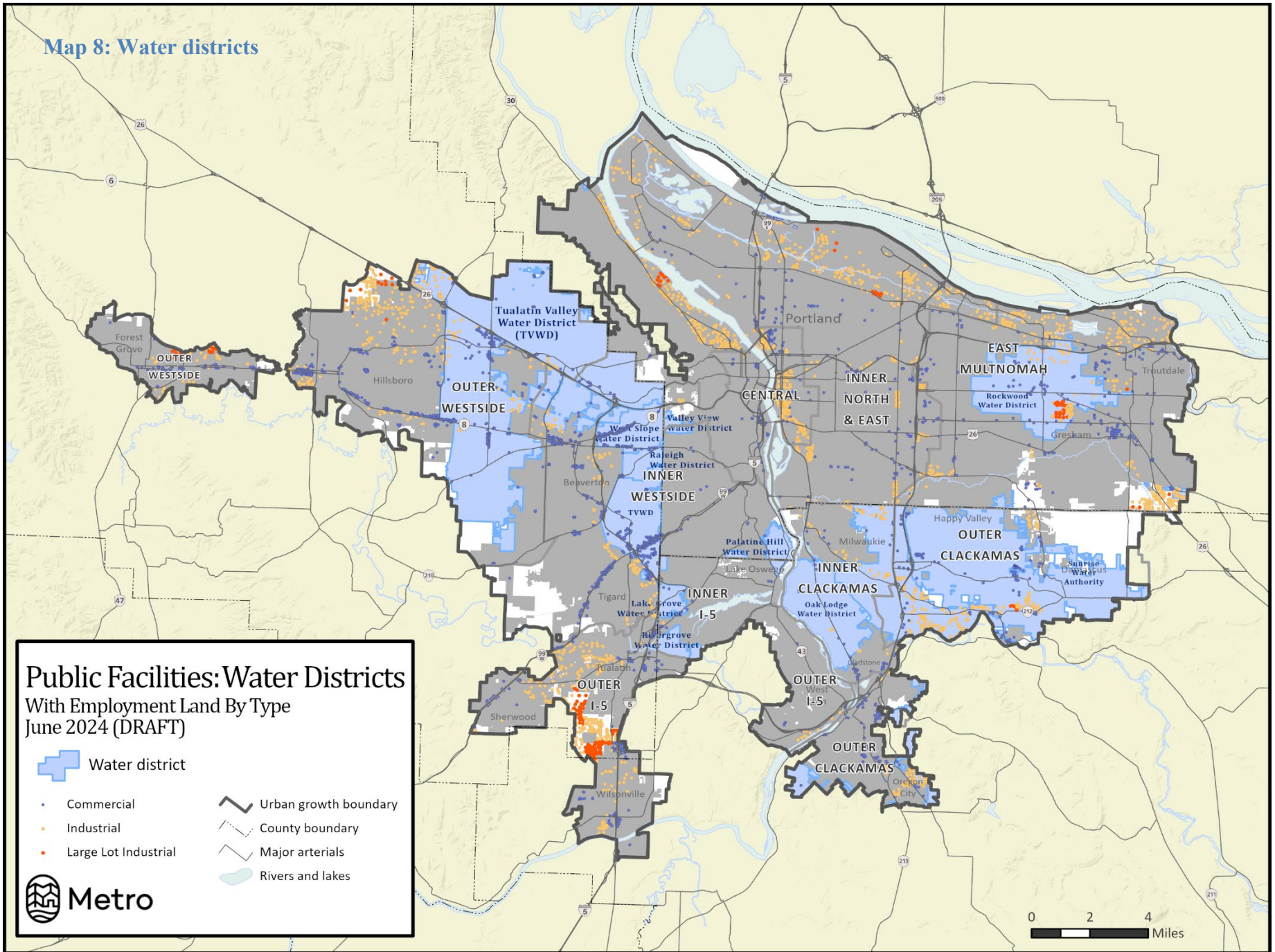
Specific types of public facilities, services or energy infrastructure

Map 6: Fire districts



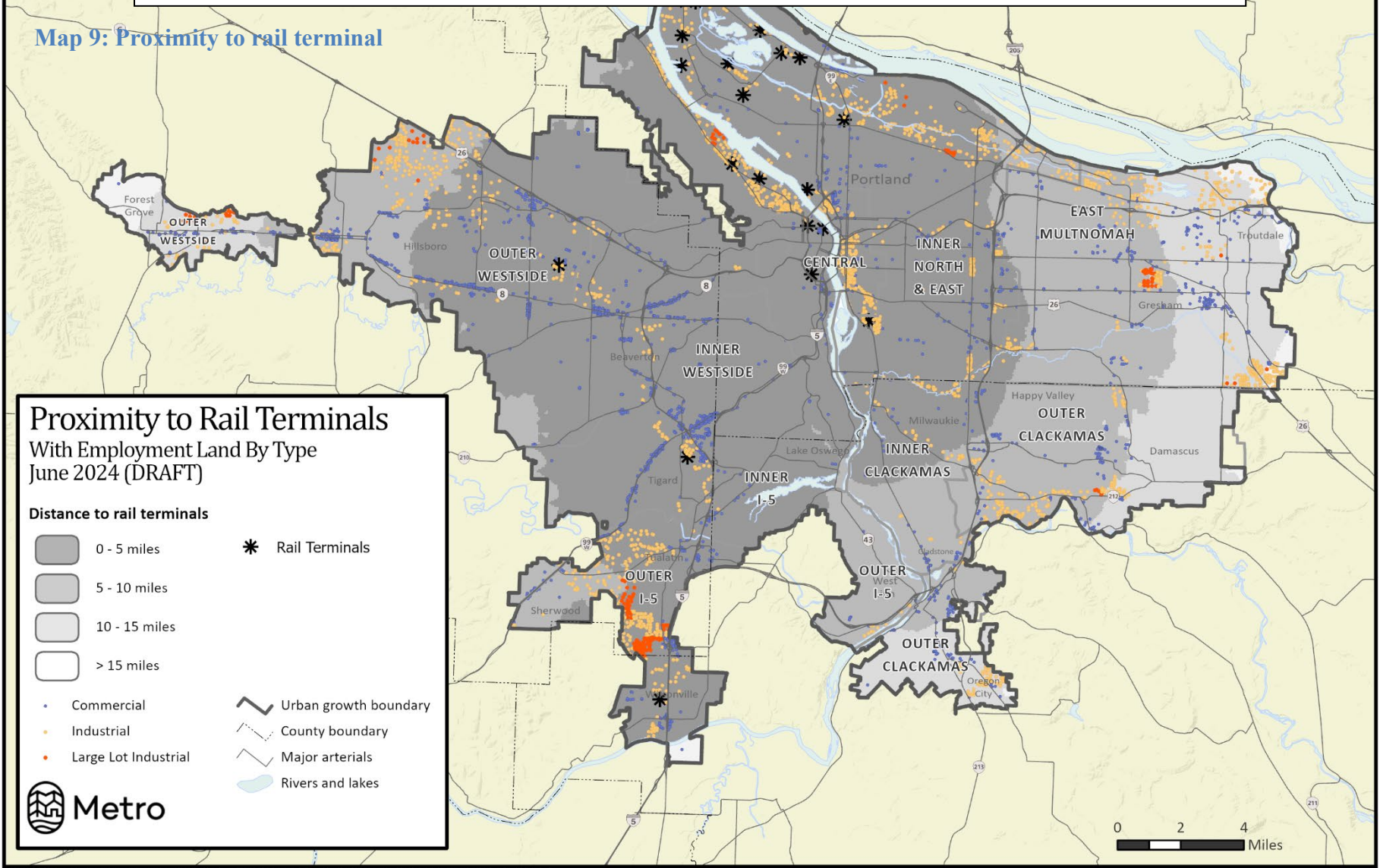
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Map 8: Water districts



Proximity to a particular transportation or freight facility such as rail, marine ports and airports, multimodal freight or transshipment facilities, and major transportation routes

Map 9: Proximity to rail terminal



Proximity to Rail Terminals With Employment Land By Type June 2024 (DRAFT)

Distance to rail terminals

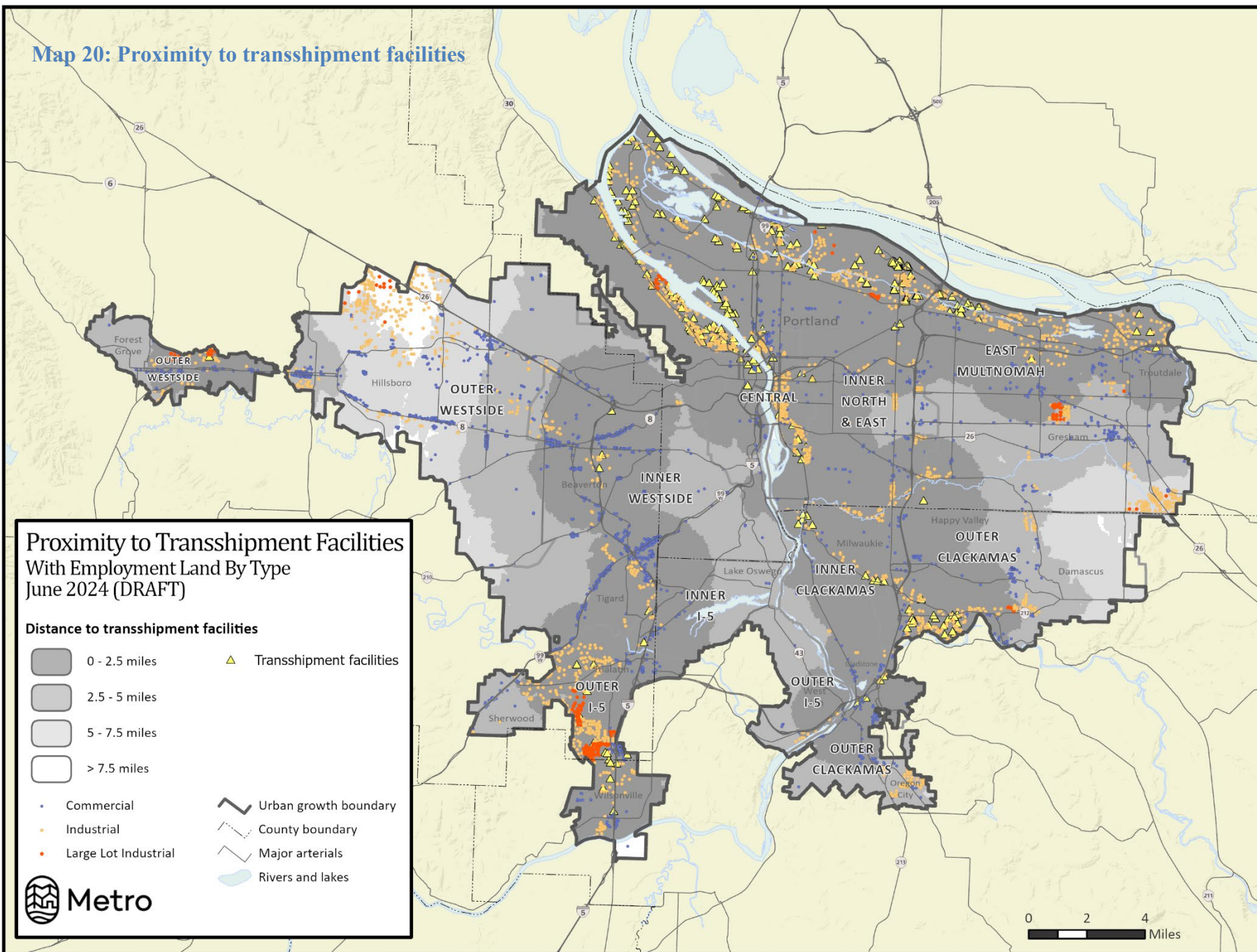
- 0 - 5 miles
- 5 - 10 miles
- 10 - 15 miles
- > 15 miles

- * Rail Terminals
- Commercial
- Industrial
- Large Lot Industrial
- Urban growth boundary
- County boundary
- Major arterials
- ~ Rivers and lakes

Metro

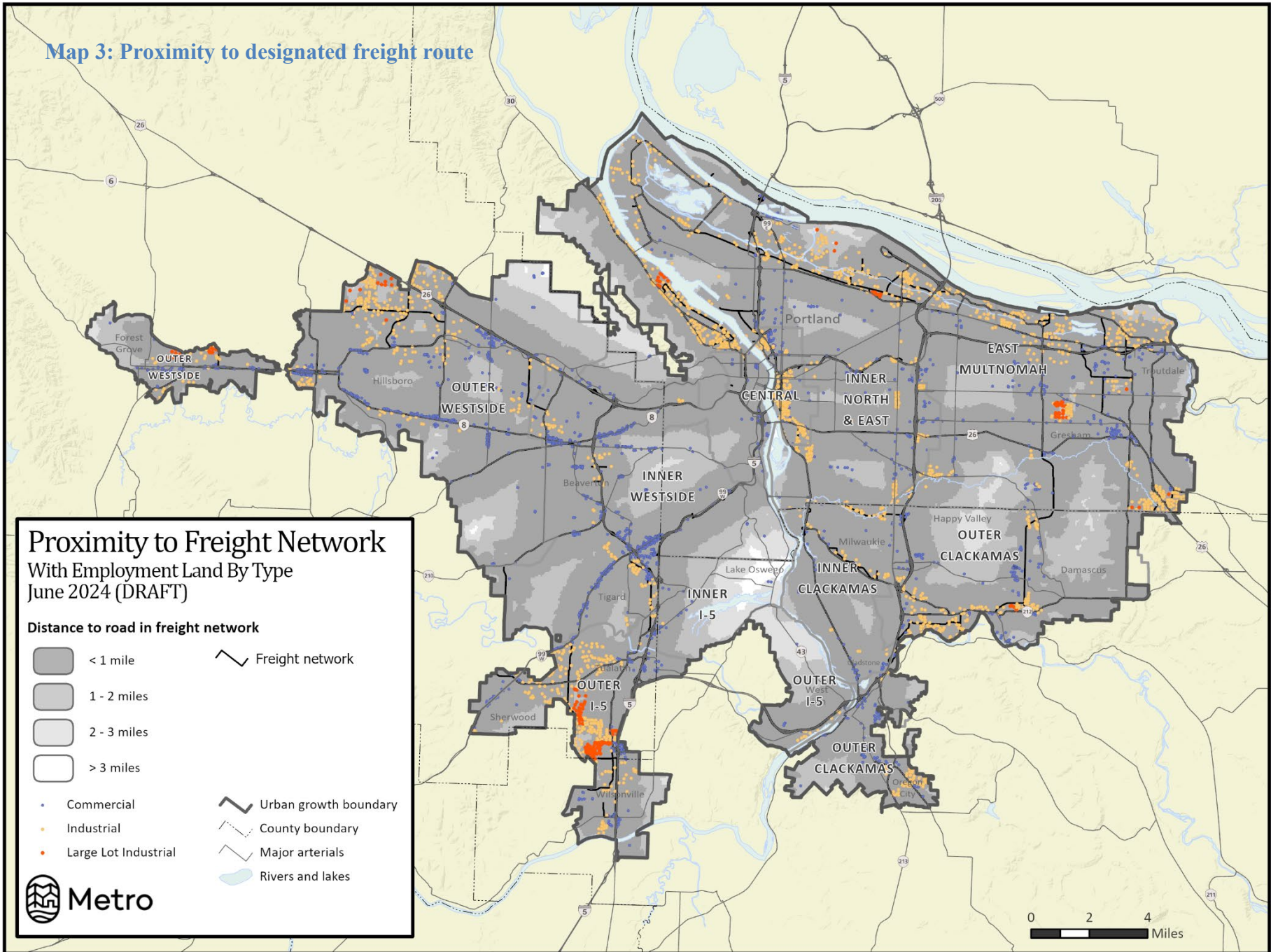
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Map 20: Proximity to transshipment facilities

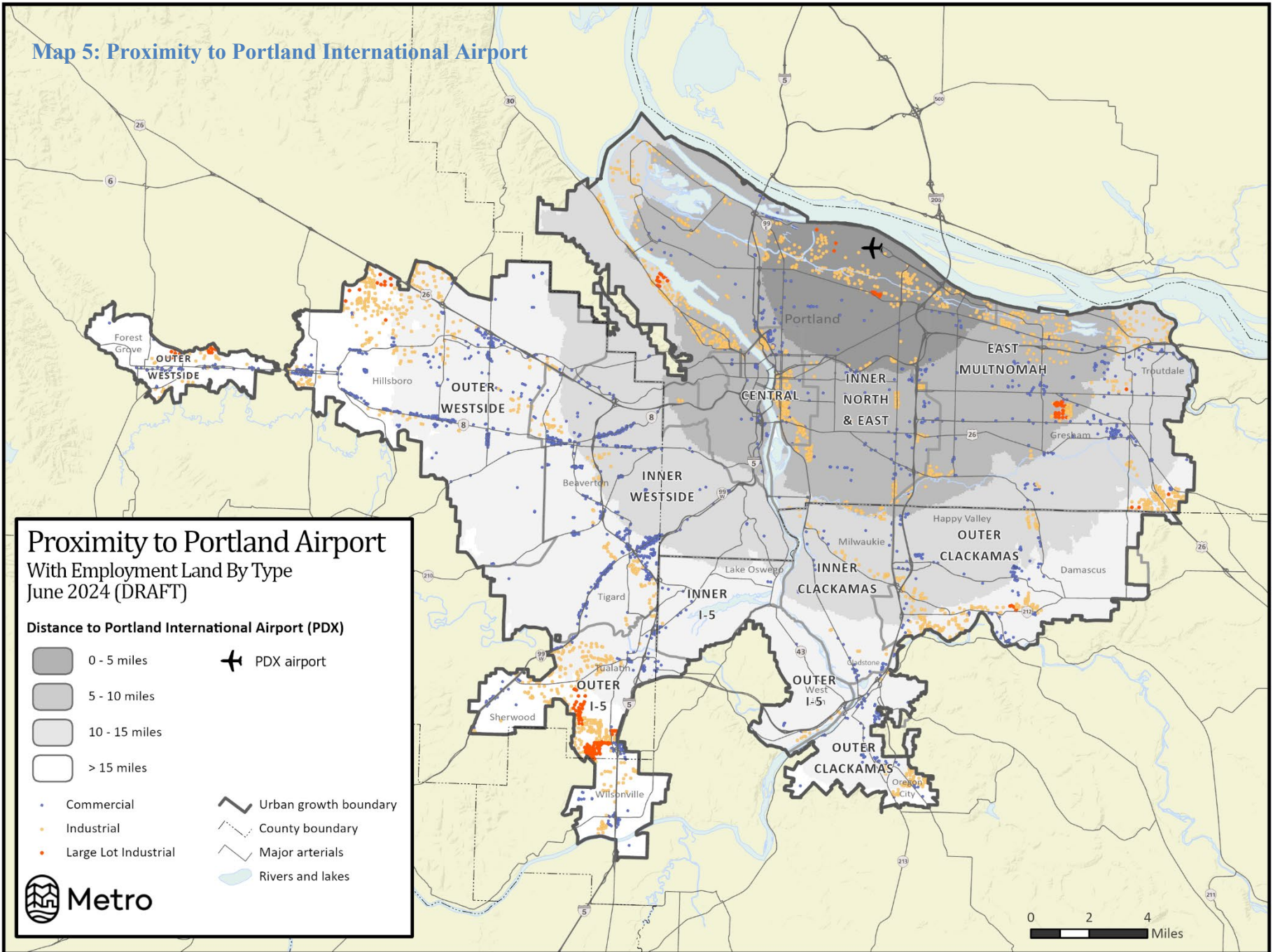


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Map 3: Proximity to designated freight route

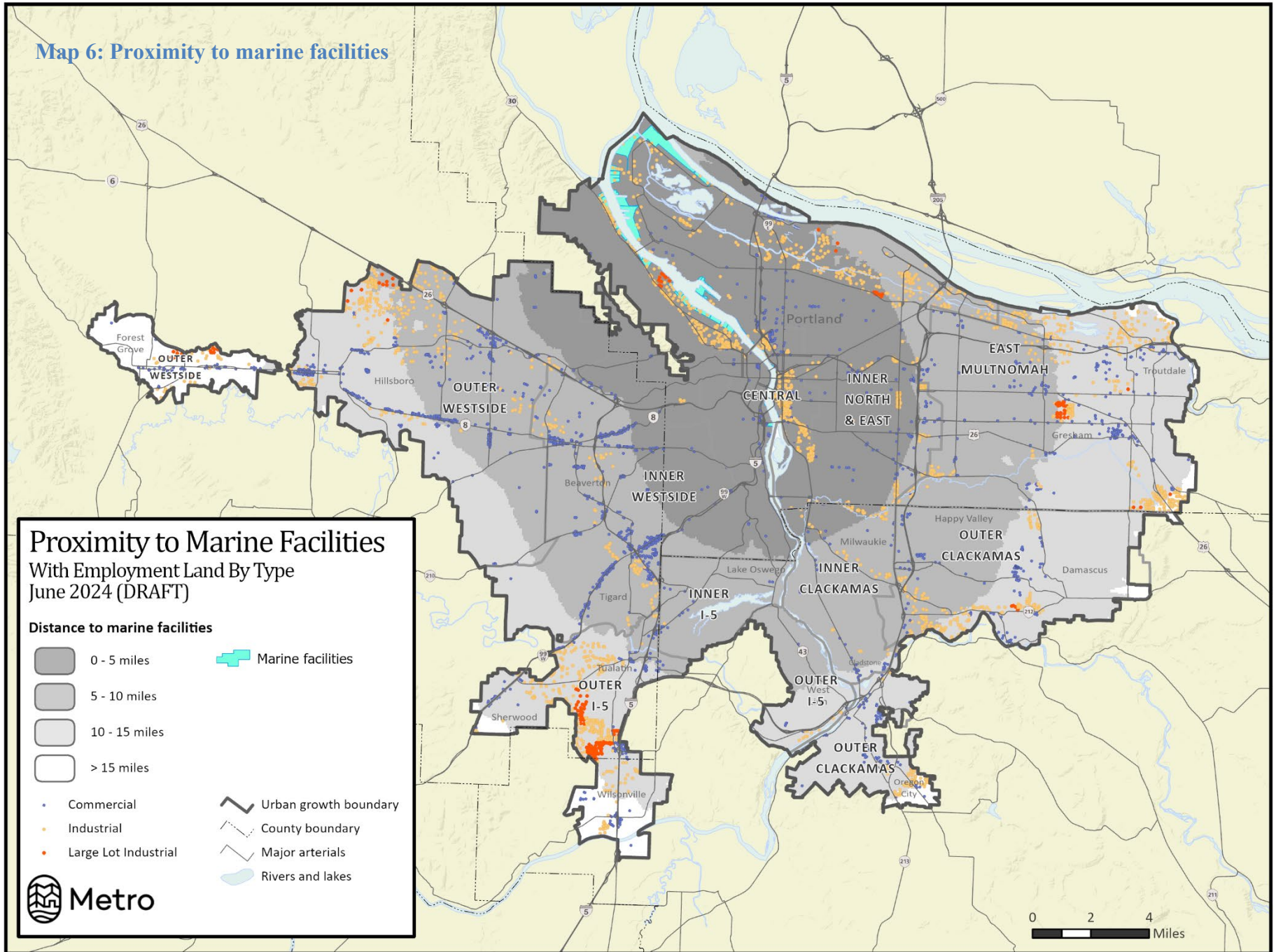


Map 5: Proximity to Portland International Airport



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Map 6: Proximity to marine facilities



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Description of any development constraints or infrastructure needs that affect the buildable area of sites in the inventory

The methodology used for the buildable land inventory removes environmentally constrained acres.

Table 4: Environmentally constrained acres removed from buildable land inventory

Market Subarea	Gross Acres	Unconstrained Acres	Constrained Acres
Central	156.3	141.0	15.3
Commercial	44.0	41.2	2.8
Industrial	112.3	99.8	12.5
East Multnomah	3,103.8	2,187.7	916.1
Commercial	386.9	307.4	79.5
Industrial	2,418.7	1,745.4	673.4
Large Lot Industrial	298.1	134.9	163.2
Inner Clackamas	277.9	250.5	27.4
Commercial	18.8	18.2	0.6
Industrial	259.2	232.4	26.8
Inner I-5	26.6	23.2	3.3
Commercial	20.2	18.6	1.6
Industrial	6.3	4.6	1.7
Inner North & East	4,070.2	3,424.1	646.1
Commercial	93.6	80.2	13.4
Industrial	3,638.6	3,077.8	560.8
Large Lot Industrial	338.0	266.1	71.9
Inner Westside	1,085.6	969.3	116.4
Commercial	710.5	625.3	85.2
Industrial	375.1	343.9	31.2
Outer Clackamas	1,492.2	1,201.1	291.1
Commercial	361.0	232.9	128.1
Industrial	1,097.7	934.7	163.0
Large Lot Industrial	33.5	33.5	0.0
Outer I-5	2,693.9	2,263.7	430.2
Commercial	304.8	273.1	31.8
Industrial	1,965.6	1,645.9	319.7
Large Lot Industrial	423.5	344.8	78.8
Outer Westside	4,635.9	4,249.0	386.9
Commercial	793.6	757.4	36.2
Industrial	3,143.2	2,837.3	305.9
Large Lot Industrial	699.1	654.3	44.8
Grand Total	17,542.4	14,709.7	2,832.7

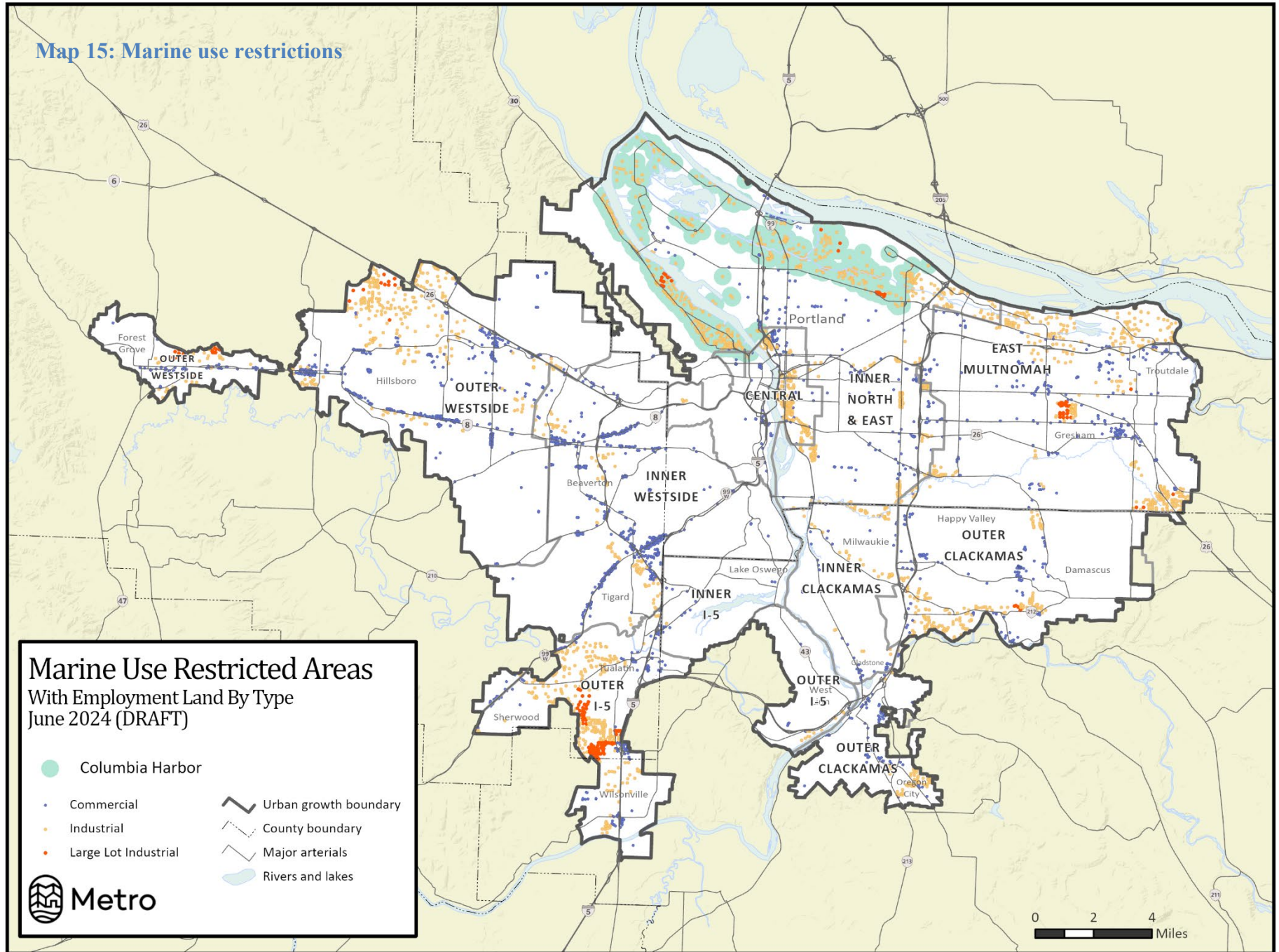
Table 3 describes constraints from slopes. Areas with slopes over 25 percent are removed from the buildable land inventory. For this site characteristics analysis, areas with slopes over 7% are identified.

- Unconstrained: 10% or less of the taxlot has steep slopes
- Partially Constrained: 10.01% to 50% of the taxlot has steep slopes
- Constrained: 50 to 89.99% of the lot has steep slopes
- Heavily Constrained: Greater than 90% of the site has steep slopes

Table 5: Steep (>7%) slope constraints (slopes over 25% are removed from buildable land inventory)

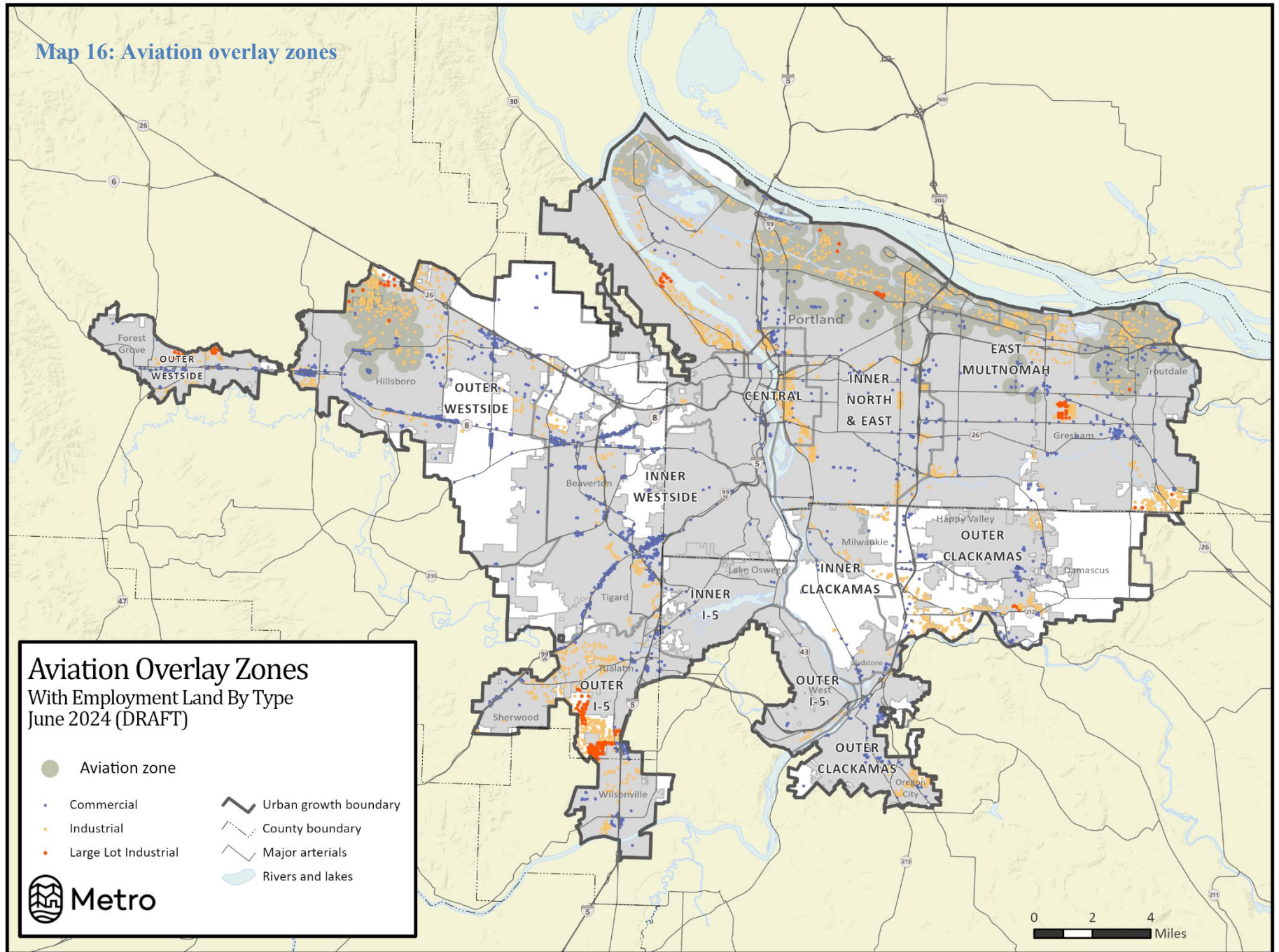
Market Subarea	Unconstrained		Partially Constrained		Constrained		Heavily Constrained		Total	
	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres
Central	346	9.6	49	2.6	52	2.3	33	1.7	480	16.1
Commercial	92	5.4	13	1.2	14	0.3	15	0.6	134	7.5
Industrial	254	4.2	36	1.5	38	2.0	18	1.0	346	8.7
East Multnomah	335	481.1	180	705.6	94	290.1	37	29.9	646	1506.7
Commercial	163	88.1	37	54.1	23	61.6	21	3.6	244	207.3
Industrial	170	349.4	131	593.2	61	223.7	12	25.4	374	1191.7
Large Lot Industrial	2	43.6	12	58.2	10	4.8	4	1.0	28	107.6
Inner Clackamas	71	4.3	30	68.7	17	4.3	9	1.2	127	78.5
Commercial	44	1.2	3	0.0	6	0.5	3	0.0	56	1.8
Industrial	27	3.1	27	68.7	11	3.7	6	1.2	71	76.7
Inner I-5	13	2.0	3	0.1	1	0.2	6	0.4	23	2.7
Commercial	12	0.7	3	0.1	1	0.2	5	0.4	21	1.4
Industrial	1	1.3					1	0.0	2	1.3
Inner North & East	637	389.2	241	605.1	124	72.6	132	22.4	1134	1089.3
Commercial	146	6.9	26	5.7	17	1.6	31	0.6	220	14.9
Industrial	485	313.7	208	518.3	106	70.2	100	19.7	899	921.9
Large Lot Industrial	6	68.6	7	81.0	1	0.8	1	2.1	15	152.5
Inner Westside	295	52.0	196	64.6	104	23.7	70	7.8	665	148.1
Commercial	267	38.7	161	39.5	84	6.2	66	4.3	578	88.7
Industrial	28	13.3	35	25.1	20	17.5	4	3.5	87	59.4
Outer Clackamas	179	232.1	133	251.9	80	156.5	60	14.9	452	655.4
Commercial	87	16.1	57	17.5	39	9.9	50	5.7	233	49.2
Industrial	92	216.1	76	234.4	36	117.0	10	9.2	214	576.6
Large Lot Industrial					5	29.7			5	29.7
Outer I-5	180	350.9	180	504.0	95	272.5	40	20.2	495	1147.6
Commercial	71	9.0	48	12.5	20	18.2	17	3.4	156	43.2
Industrial	84	244.7	115	437.1	62	177.9	19	10.9	280	870.6
Large Lot Industrial	25	97.2	17	54.4	13	76.3	4	5.9	59	233.8
Outer Westside	644	1318.4	158	503.5	44	48.2	8	0.4	854	1870.6
Commercial	428	57.2	68	28.8	20	13.7	5	0.1	521	99.8
Industrial	197	825.2	85	349.8	23	34.3	3	0.3	308	1209.6
Large Lot Industrial	19	436.0	5	124.9	1	0.2			25	561.1
Grand Total	2700	2839.7	1170	2706.2	611	870.3	395	98.9	4876	6515.1

Map 15: Marine use restrictions



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Map 16: Aviation overlay zones

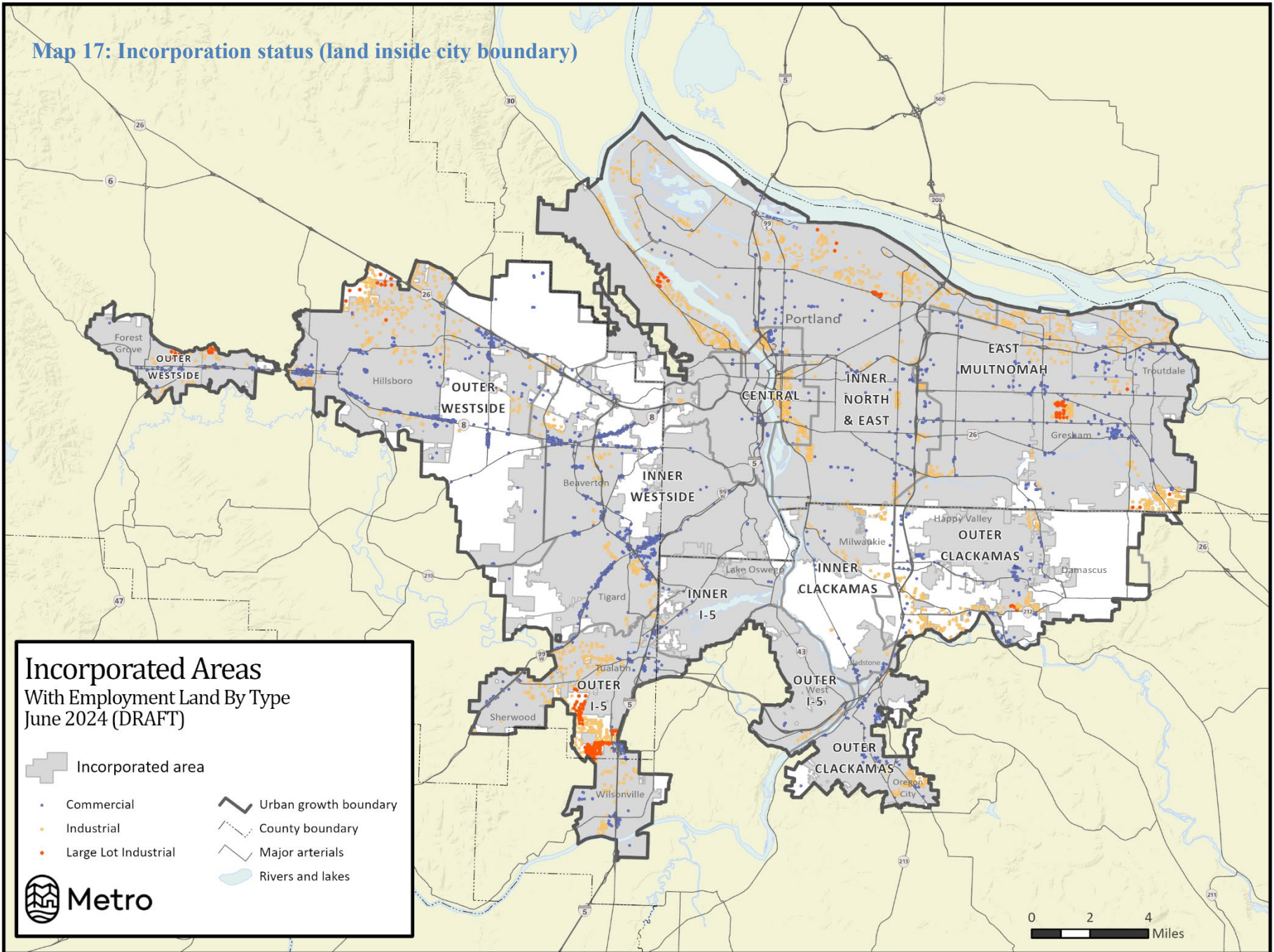


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Table 6: Incorporation status (land inside city boundary)

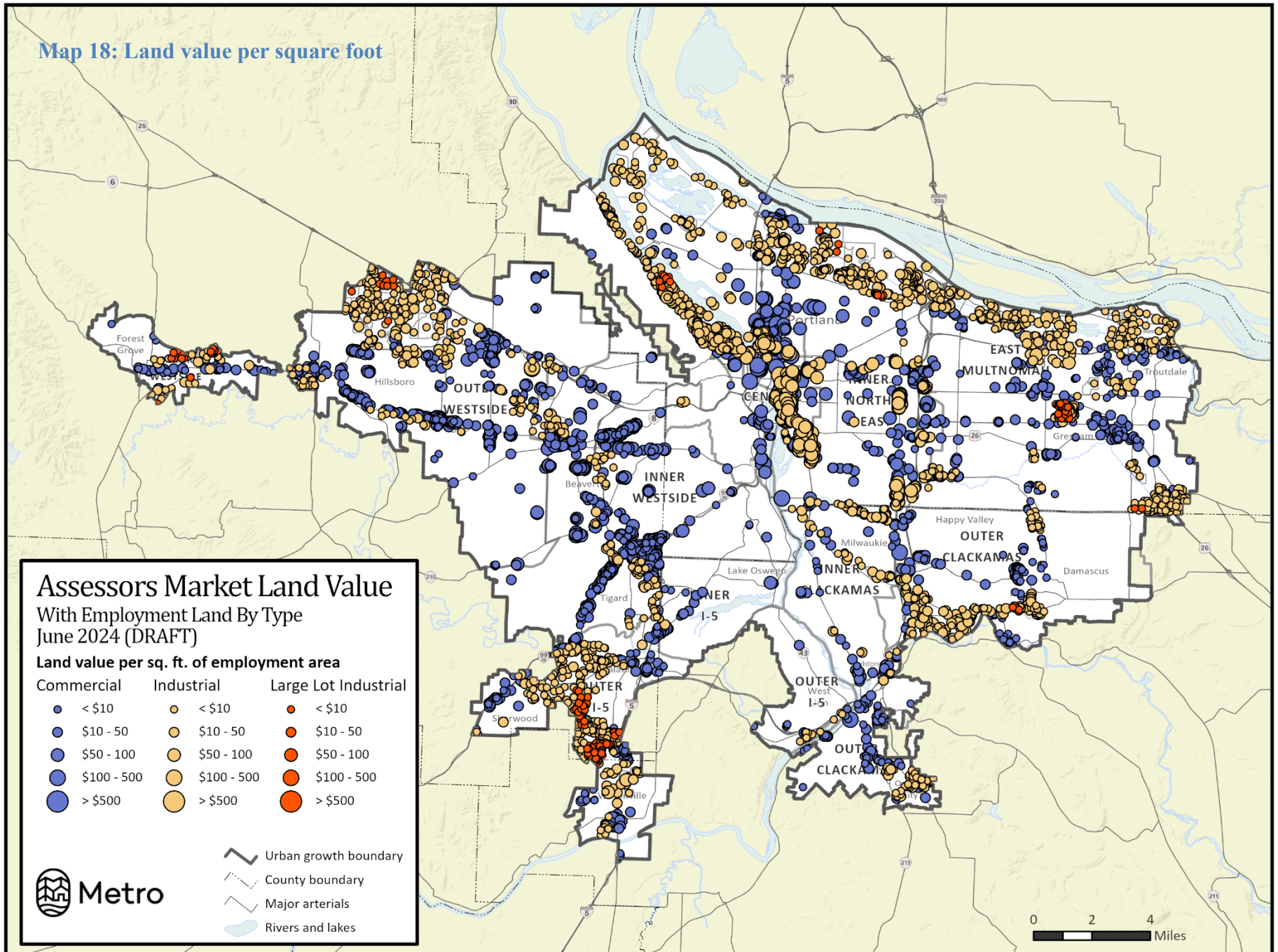
Row Labels	Incorporated Area		Unincorporated Area		Total	
	Parcels	Acres	Parcels	Acres	Parcels	Acres
Central	480	16.1	0	0.0	480	16.1
Commercial	134	7.5			134	7.5
Industrial	346	8.7			346	8.7
East Multnomah	527	1,121.9	119	384.8	646	1,506.7
Commercial	229	162.1	15	45.2	244	207.3
Industrial	273	905.2	101	286.5	374	1,191.7
Large Lot Industrial	25	54.6	3	53.0	28	107.6
Inner Clackamas	71	60.4	56	18.2	127	78.5
Commercial	37	1.0	19	0.8	56	1.8
Industrial	34	59.3	37	17.4	71	76.7
Inner I-5	22	2.7	1	0.0	23	2.7
Commercial	21	1.4			21	1.4
Industrial	1	1.3	1	0.0	2	1.3
Inner North & East	1,131	1,089.3	3	0.0	1,134	1,089.3
Commercial	220	14.9			220	14.9
Industrial	896	921.8	3	0.0	899	921.9
Large Lot Industrial	15	152.5			15	152.5
Inner Westside	566	94.1	99	54.0	665	148.1
Commercial	489	53.4	89	35.3	578	88.7
Industrial	77	40.7	10	18.7	87	59.4
Outer Clackamas	280	444.6	172	210.8	452	655.4
Commercial	182	38.6	51	10.6	233	49.2
Industrial	93	376.4	121	200.2	214	576.6
Large Lot Industrial	5	29.7			5	29.7
Outer I-5	327	551.3	168	596.3	495	1,147.6
Commercial	150	29.4	6	13.8	156	43.2
Industrial	169	495.2	111	375.4	280	870.6
Large Lot Industrial	8	26.7	51	207.1	59	233.8
Outer Westside	646	1,126.6	208	744.0	854	1,870.6
Commercial	409	78.6	112	21.3	521	99.8
Industrial	225	906.6	83	303.0	308	1,209.6
Large Lot Industrial	12	141.4	13	419.8	25	561.1
Grand Total	4,050	4,507.0	826	2,008.1	4,876	6,515.1

Map 17: Incorporation status (land inside city boundary)



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Map 18: Land value per square foot



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